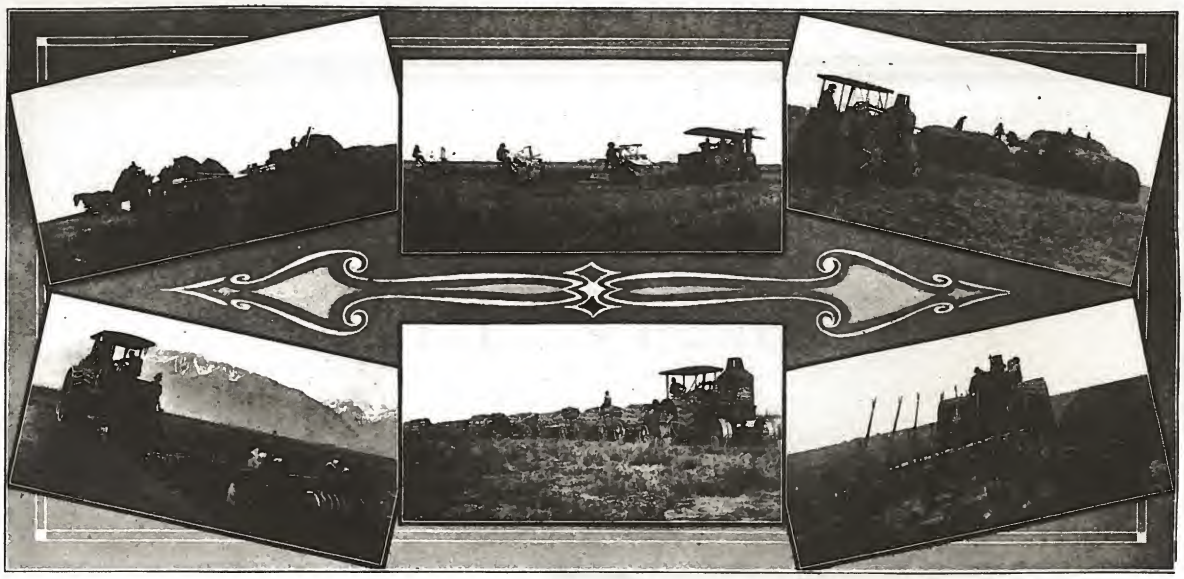
# Rumely Line


## RUMELY PRODUCTS CO.

INCORPORATED

Chicago · Illinois

U · S · A



# Rumely Power-Farming Machinery

| TRACTORS | STATIONARY ENGINES | PORTABLE ENGINES |
|---|---|---|
| STEAM—GASOLINE—KEROSENE | STEAM—GASOLINE—KEROSENE | STEAM—GASOLINE—KEROSENE |
| Corn Husker-Shredders | Baling Presses | Grain Graders |
| Grain Separators | Road Making Machinery | Cream Separators |
| Brush Breakers | Irrigation Power | Feed Grinders |
| Engine Gang Plows | Corn Shellers | Saw Mills and Rigs |
| Soil Packers and Pulverizers | Rice Separators | Power Hoists |
| Clover and Alfalfa Hullers | Traction Disc Plows | Oil and Water Tank Wagons |

## RUMELY PRODUCTS COMPANY

(INCORPORATED)

CHICAGO, ILLINOIS, U. S. A.

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### BRANCHES IN THE FOLLOWING CITIES

#### UNITED STATES

| | | | |
|---|---|---|---|
| Aberdeen, S. D. | | | |
| Atlanta, Ga. | Denver, Colo. | Kansas City, Mo. | Pocatello, Idaho |
| Battle Creek, Mich. | Des Moines, Iowa | Lincoln, Nebr. | Portland, Ore |
| Billings, Mont. | Fargo, N. D. | Madison, Wis. | Rochester, N. Y. |
| Chicago, Ill. | Grand Forks, N. D. | Memphis, Tenn. | San Francisco, Cal. |
| Columbus, Ohio | Harrisburg, Pa. | Minneapolis, Minn. | St. Louis, Mo. |
| Dallas, Texas | Houston, Texas | Nashville, Tenn. | Spokane, Wash. |
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#### CANADA

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| Calgary, Alta. | | | Toronto, Ont. |
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THE FRANKLIN COMPANY
ENGRAVERS, ELECTROTYPERS AND PRINTER
CHICAGO

# Sixty-One Years of Progress

Six or seven years ago, a farmer said to one of the Rumely family, "You don't need to tell me about your machine. My father bought a separator of your father, and my grandfather bought two of your grandfather. All you need to do is to tell me when you can ship one."

Sixty-one years of experience and progress in the building of power-farming machinery speak volumes for perfection in manufacture and reliability in performance.

The mechanism of Rumely machines has been steadily perfected until today, as one user aptly expresses it. "If you keep up the high standard of your goods you *can't* lose the reputation of being second to none in the manufacture of farm machinery."

In passing, no make of internal combustion tractor has a more enviable name as giving service and meeting farm power needs than the Rumely OilPull—famous as the tractor that burns kerosene and other cheaper grades of oil *at all loads, under all conditions.*

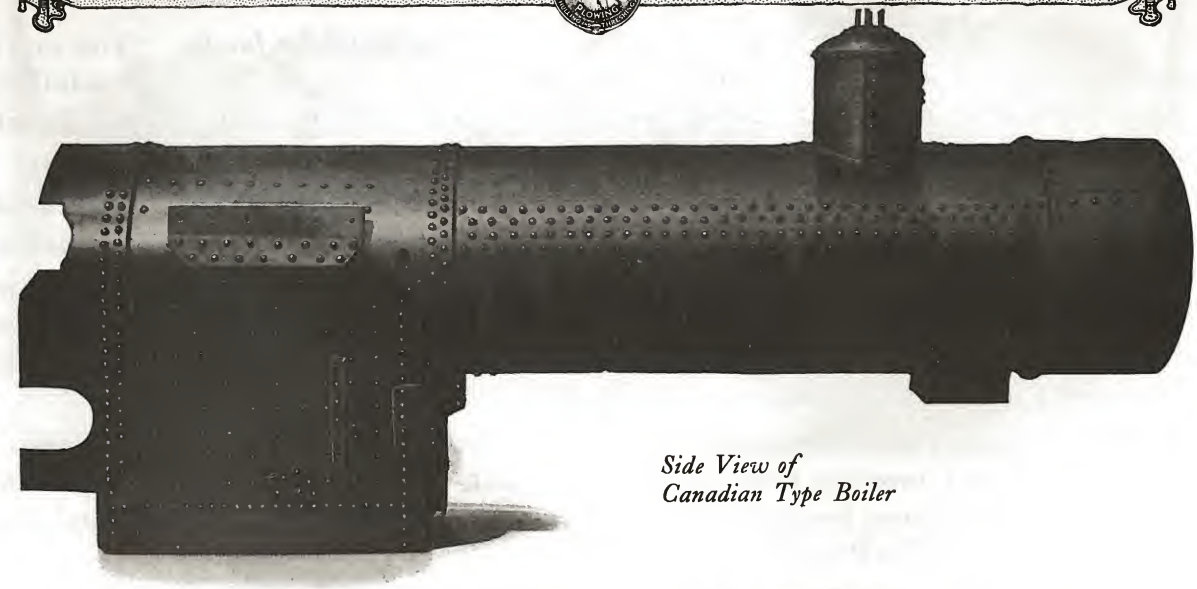
A Minnesota thresherman of 25 years experience in threshing, voices the opinion of owners of Rumely Ideal Separators. "I have never before seen a machine that would separate 99% and give no trouble."

The confidence and prestige which Rumely products hold are the natural outgrowth of consistent effort to give maximum value to the purchaser.

We of the Rumely organization can justly take pride in its sixty-one years of leadership — you who are intending users of power-farming machinery can investigate Rumely machines with the assurance that nothing but the best of materials, workmanship and service are embodied in them.

The following pages go into the details of the machinery which in its field performances has built for us our reputation.

RUMELY LINE



*Side View of Canadian Type Boiler*

# Rumely Boilers

Strength, safety, durability, steaming capacity and economy in the use of fuel and water are the main requisites in boiler construction, and the prime factors in designing Rumely boilers.

Rumely boilers are the Canadian type of high pressure boiler—the open bottom universal type—made in the locomotive direct flue pattern. Full wing sheet construction is used in mounting the engine, conforming to the most rigid Canadian requirements. In this connection, we have entirely eliminated the use of large stud bolts and the consequent damage and annoyance of leaky bolt holes in the boiler. Every wing sheet is reinforced and solidly riveted to the boiler. The strain is on the wing sheet—not on the bolts.

Only the highest grade boiler steel is employed in Rumely boiler construction, tested to at least 60,000 pounds tensile strength per square inch. All longitudinal seams are reinforced with double riveted butt straps inside and out. All threaded steam pipe openings larger than ¾ inch in diameter are reinforced.

Stay bolts 1 inch in diameter are placed every 4⅛ inches between centers in the fire box. All riveting is done by hydraulic pressure. The rivets used are of the best hot pressed grade. The through stay rods are one inch in diameter, ends upset to 1⅛ inch for threading, insuring the full strength of the rod through the threaded portion. These stays are threaded through the round head and wagon top head, and secured by hexagon nuts and washers.

## BOILER TUBES

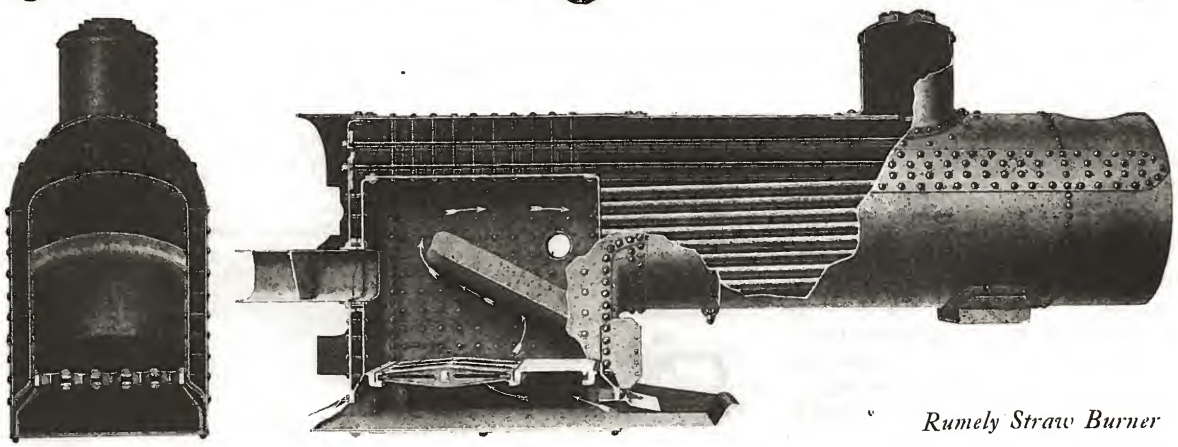
Boiler tubes are of the highest grade, cold drawn seamless steel—No. 12 gauge—each tube flanged and beaded. The flue sheet is of selected material ½ inch thick, the flue openings in both flue sheets are drilled and then reamed to proper size, presenting an absolutely smooth surface against which the tubes are beaded.

*Flue and Stay Construction of Round Head*

## FIRE BOX

The fire box is of the arched type, large and roomy, furnishing a well-shaped chamber for good combustion.

While Rumely boilers are neither clumsy nor excessively heavy, our manner of constructing them provides for approximately one square foot more heating surface in the fire box, per rated horsepower, than the adopted standard. In Rumely boilers there is approximately 12.51 square feet of heating surface while the standard basis of horsepower rating requires only 11.5 square feet per horsepower. It results in the steam generating capacity of each boiler being considerably larger than the engines we mount upon them. To these additional feet of heating surface can be attributed the easy steaming qualities of Rumely engines.



*Rumely Straw Burner*

It insures ample heating surface and a plentiful supply of steam at all times. The fire door is amply large—the fire door ring and ash door ring of wrought iron.

## STEAM DOME

The steam dome is spacious, well braced and so located as to furnish at all times a copious supply of dry steam.

## SMOKE BOX

The smoke box is simply a continuation of the boiler, amply spacious, and as strong as the boiler itself. The smoke stack is one-piece cast iron, durable and in keeping with the general lines of engine design.

## CLEANOUTS

Rumely boilers are all equipped with sufficient and easily accessible hand holes and washout plugs. There is convenience in getting at the flues from the front end.

## BOILER JACKET

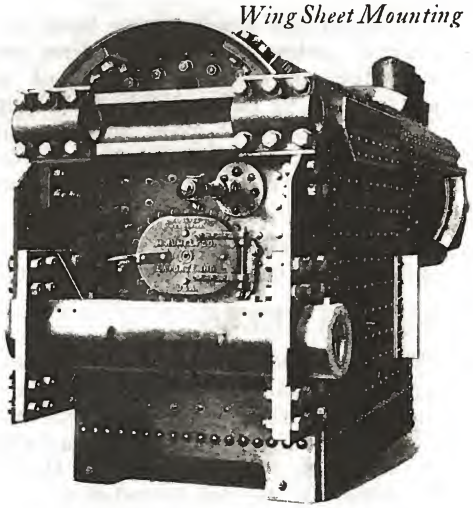
All Rumely engines are jacketed—the jacket built of the three best known non-conducting materials—a layer of asbestos, an air space and a wood sheath $\frac{13}{16}$ of an inch thick. On the outside is placed a covering of galvanized steel, reinforced by brass bands at the seams.

## RUMELY STRAW BURNER BOILER

The Rumely is an efficient straw burner—designed to produce an intense and lasting heat with the least consumption of fuel. The straw is fed into the fire box through a funnel opening with hinged door. The combustion chamber is divided into two compartments by a brick arch which deflects the straw as it enters down to the fire box grate. This insures thorough consumption and likewise prevents a direct line of cold air passing from the fire door to the flues, otherwise inevitable with the continuous opening of the fire box door to feed.

For cleaning above the arch and tube sheets, a hand hole is located on the left side of boiler—the clean out ring is drop-forged.

*Wing Sheet Mounting*



## TESTING

Every engine goes through exacting tests before leaving the shops. Each boiler is subjected to a much higher pressure than working steam pressure.

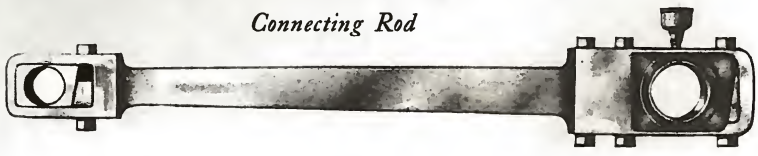
After the engine is mounted and equipped it is fired and operated under working pressure for several days. It is severely tested both under traction and on the belt. To these tests is added the close inspection by experts whose word is authority on engine perfection.

# General Engine Construction

The immense power of the modern engine and the heavy strains it is subjected to, necessitate above all else that the mounting be absolutely rigid and durable, and that the boiler be fully protected from the effects of constant jars and jolts.

All Rumely engines are rear mounted, using full wing sheet construction as previously described. The countershaft brackets and rear axle bracket, both of which are one solid piece, are fitted inside the wing sheet and attached to it with $1\frac{1}{8}$ inch bolts. There is absolutely no possibility of side play or twisting. Sagging of the drive wheels is eliminated. The life of the wheels and gearing is continually added to by this construction.

*Connecting Rod*



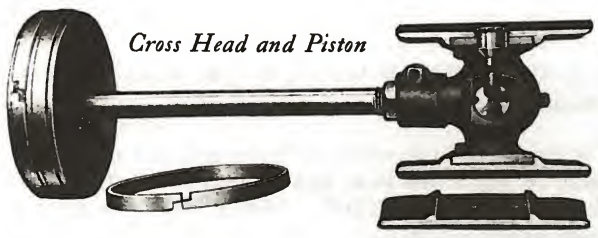
The engine bed, and the idler and crankshaft-bearing supports are cast in one piece and machined at one time. It makes perfect alignment and absolute rigidity certain when the engine is in place.

The rear axle is of one solid piece and supported by two wide bearings lined with phosphor bronze. The bearings are also equipped with oil reservoirs.

## GEARING

The gearing on Rumely engines is composed of steel and semi-steel—the metals constantly analyzed to conform to our high standard. The metal is tough, of very close grain, causing it to wear smooth and to operate with very little friction. The teeth are of the involute type and of wide face.

*Cross Head and Piston*



A point of importance is the way our wheels are planned to simplify transmission of power from master gear to tire. The master gears are riveted in such a way as to practically make the wheel hub and gear hub integral parts. It is not necessary to transmit the power first into the hub of the master gear and then back through a network of spokes. We take the thrust from the great shoulders on the rim of the master gear and carry it directly to the tire of the wheel.

## DRIVE WHEELS

Strength and rigidity have been secured in the construction of Rumely drive wheels without the addition of useless weight. The tires are made of rolled steel $\frac{17}{32}$ inches thick. To the hub, which is of semi-steel, are riveted two rows of steel forged flat spokes, $2\frac{3}{4}$ inches wide by $\frac{3}{4}$ inches thick, with drop-forged heads of upset or "T" construction. It gives an extra large bearing surface on the tire and minimizes the vibration. The entire wheel is so constructed and riveted together as to form a perfectly solid, rigid, built-up steel unit.

*Master Gear*

V shaped malleable iron lugs are riveted on the steel tire, making our drive wheels close gripping and self cleaning.

## FRONT WHEELS

The front axle bolster is channel steel construction—the strongest and most satisfactory axle equipment. The ball and socket feature adds further service. It relieves the engine of any strain in moving over rough ground—it is valuable when setting for threshing on uneven land. The front wheels themselves are provided with a raised center to prevent lateral slipping.

## FRICTION CLUTCH

All Rumely engines are equipped with a simple and efficient friction clutch. It is composed of two wooden friction blocks or shoes mounted on toggle arms. In engaging the clutch these travel outward simultaneously, pressing the blocks against the friction rim and transmitting the power evenly and gradually. Once the clutch is thrown in, it stays in place as the toggle arms are hinged and lock a little past center. Turnbuckles with lock nuts provide for the adjustment to take up wear in the shoes. The clutch is operated by a lever which is conveniently mounted at the rear of the boiler.

*Crankshaft and Bearings*

The friction spider or diaphragm on which the traction pinion is securely keyed is babbitted to prevent wear on the shaft when the friction is not in use.

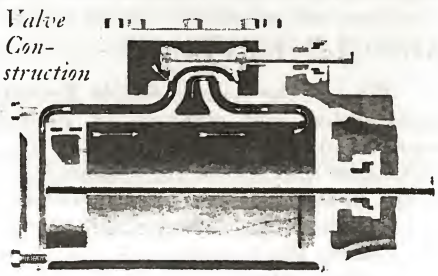
The advantages of a friction clutch are generally known. The clutch can be engaged or disengaged to get out of bad places or start a heavy load. When the engine is threshing, the clutch can be used effectively in setting or in tightening the belt.

## FLY-WHEEL

The fly-wheel is 10¼ inches wide, 41 inches in diameter and properly crowned. It is perfectly balanced and being of ample weight serves to give the engine a steady and even motion. Conveniently located on the right side of the engine, and clear of the drive wheel, it can easily be lined up for belt purposes.

## EQUIPMENT

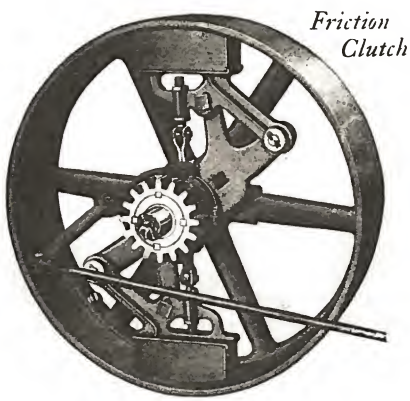
Rumely engines are fully equipped—the fittings of the best quality and designed to withstand hard usage.



*Valve Construction*

For the cylinder we supply an automatic oil pump or lubricator. Grease cups and containers are placed on all bearings. All standard engines are equipped with combination platform—tool box and coal bunker. One steel side tank is regularly supplied.

The drawbar is built to withstand severe strains. Heavy cross bars hold it in position against side thrusts. The eye bolt coupling is cushioned with a steel spring, relieving the engine of shock when starting suddenly.



*Friction Clutch*

All details are within easy reach of the engineer on the platform—the throttle, reverse lever, steering wheel, whistle, pump, injector, cylinder cocks, all bearings which require daily oiling, etc.

## Single Cylinder Engine

The engine frame is of the self-contained Corliss type—the cylinder steam chest, engine bed, girder frame and pillow block are all combined in one casting of special tough, close-grained iron. Cylinder, cross head slide bearings and crankshaft box are bored in one operation insuring perfect alignment and harmony of all parts.

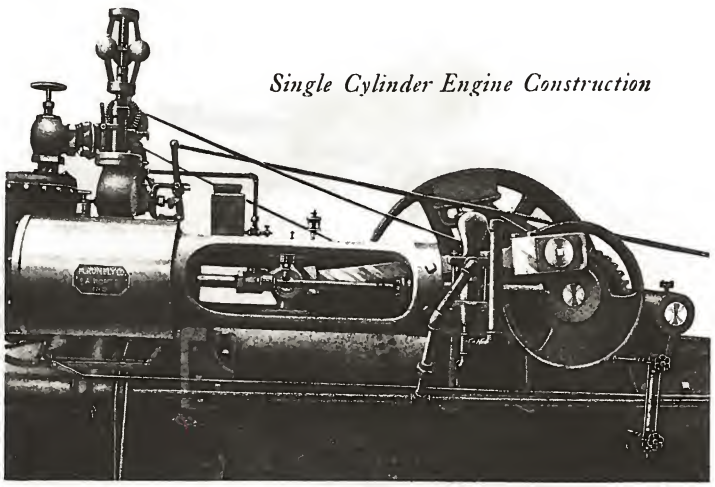
The two brackets to which the cylinder is attached are amply strong and have a large bearing surface. This substantial mounting makes the cylinder absolutely rigid and proof against loosening when in use.

## PISTON AND CROSS HEAD

The piston head is a hollow casting, wide enough to give it the necessary strength. The piston rod is of special steel, forced and shrunk into the head under great pressure and riveted securely in place. Two self-expanding rings are used on the piston, the overlapping ends making an absolutely tight joint and preventing any steam leaking past the piston.

The cross head is well designed and provided with adjustable gibs or shoes, machined accurately to fit the curvature of the sides. There is a simple adjustment to take up the wear.

All Rumely engines are furnished with an independent steam pump. The packing glands are all of brass and any of them can be adjusted while the engine is in operation.



*Single Cylinder Engine Construction*

## CONNECTING ROD

The connecting rod is drop-forged from one solid piece of steel. Both crosshead and crank boxes are made of a special mixture of brass, and have ample bearing surfaces. The latter is lined with a layer of phosphor bronze, practically frictionless and easily renewed. The wear in the boxes is readily taken up by an adjustment of taper block set screw and lock nut.

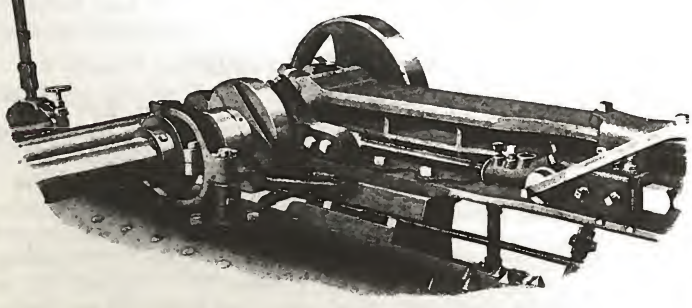
## ARNOLD REVERSE

We use the Arnold Single Eccentric Reverse on our Single Cylinder engines, noticeably simple in construction and effective in operation. Set screws on each side of the eccentric enable the operator to set the valve to cut off at any point desired. Lost motion is quickly and easily taken up by adjustable notches on the quadrant. Instead of babbitt, four brass gibs surround the valve rod. The wear can be easily taken up by means of set screws and lock nuts. This arrangement is most desirable and satisfactory. The adjustment requires but a few moments time and obviates the necessity of rebabbiting the box frequently as is the case where the bearing is of babbit. The bearing is large and the twisting side strain entirely eliminated.

# Double Cylinder Engine

The Rumely double cylinder engine is built on the same general lines as the single cylinder engine. Its dimensions are generous and the cylinders are well balanced. The illustration on the succeeding page shows how the two cylinders are bolted together in perfect alignment and then mounted as one solid piece upon the engine bed. It insures perfect harmony between the working parts of each cylinder.

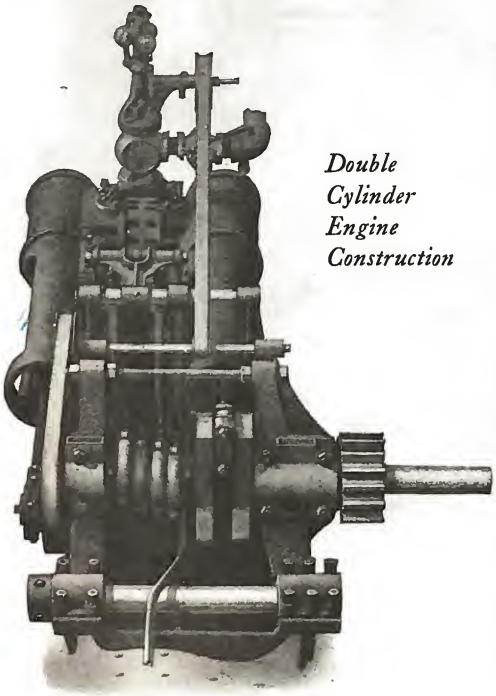
*Arnold Reverse Mechanism*



## VALVES

We use double ported slide valves on all our double cylinder engines. The steam passageway running through the valve feeds simultaneously from both ends of the steam chest into the open port. This double

supply of steam causes the engine to respond quickly at the turning point. By putting the full steam pressure back of the piston at the beginning of the stroke, while it has a long distance to travel, it can give off its force in expanding. Thus without resorting to compound and complicated devices we save steam.



*Double Cylinder Engine Construction*

The valve rod slide bearings are unusually large. They rest on brass gibs, adjustable to take up the wear. By this device the valve motion can be kept in perfect alignment at all times. The importance of having the valve motion always right can be appreciated when one bears in mind that an error of one sixty-fourth of an inch in lap or lead of the valve means a loss of several hundred pounds of dry steam per day.

Lost motion in our valve slide is taken up by means of set screws and lock nuts.

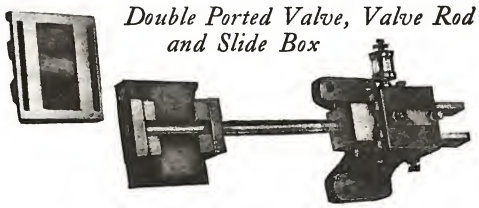
## CRANKSHAFT

The crankshaft is made of the best grade open-hearth steel, forged solid and slotted to the wrist pin. It is then put into a lathe, turned and finished. The shaft is of large diameter, the wrist pin of the same size. We use one center crank well balanced by two counter weights. The other crank is keyed to the end of the shaft and also counter balanced.

Two extra large bearings support the shaft as close as they can possibly be brought to the plane of the wrist pin, the possibility of springing the shaft is obviated. The general construction of the crankshaft, location of bearings and the nice balance of the whole, eliminates the constant trembling and vibration which are so destructive to badly balanced crankshafts.

## LINK REVERSE MECHANISM

For double cylinder engines, the link reverse is best because economy of steam can be brought about by simply setting the hand lever to vary its admission. We successfully overcome the lost motion by wear, by making the parts adjustable to take up wear. Our valve gear is of the center hung locomotive type with link hangers provided with bronze bearings, easily renewed when worn. The link, link block and connections are all made of steel. Notches are provided in the reverse quadrant so that the engine can be hooked up as much as the load permits. Simplicity characterizes our reverse from all points.

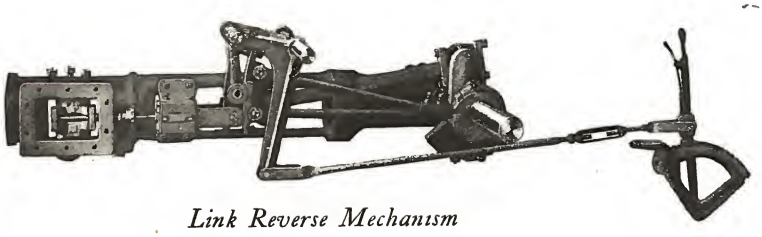


*Double Ported Valve, Valve Rod and Slide Box*

## GENERAL PURPOSE ENGINE

Such is called the 20 h. p. double cylinder engine equipped for heavy work—equally well adapted for plowing and threshing.

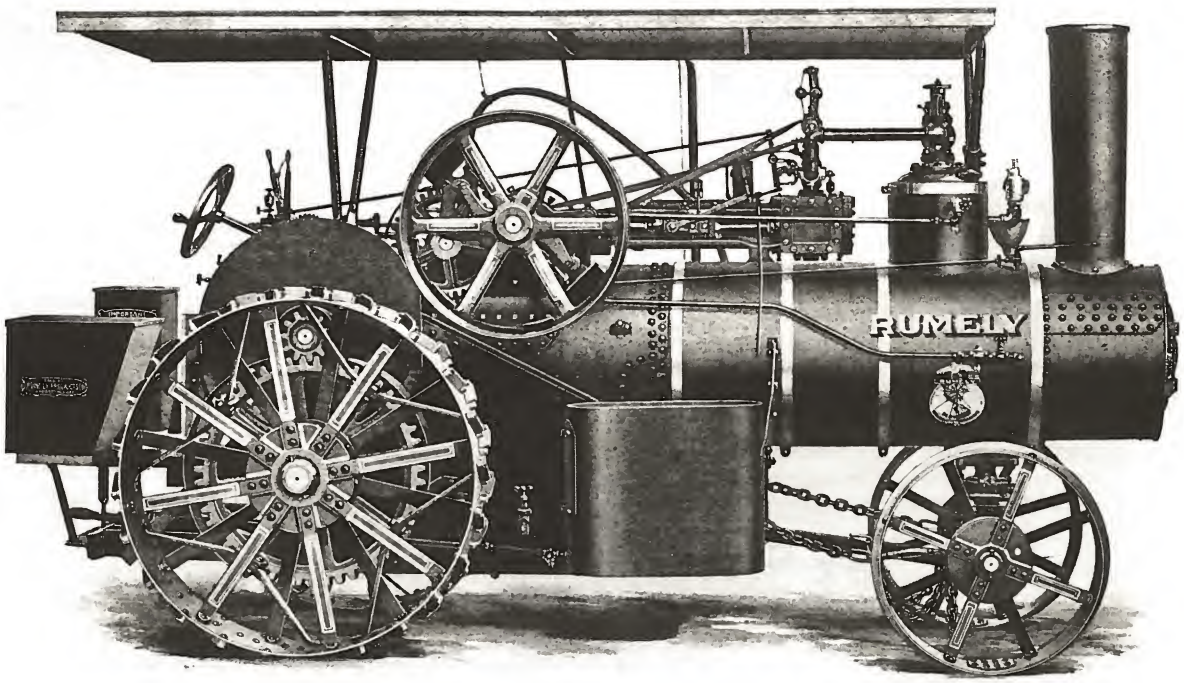
Its difference from the regular 20 h. p. double engine lies in the equipment. The traction wheels are 24 inches wide in place of the standard 20-inch wheel. The plow beam is increased from five feet to ten feet wide. Two large coal bunkers and a tool box on the rear platform supplant the fuel box and tool box of regular equipment.



*Link Reverse Mechanism*

The increasing demand for this type of Rumely steamer speaks strongest for its adaptability.

RUMELY LINE




# 16 Horsepower Rumely Engine

## Single Cylinder—Rear Mounted

This 16 horsepower single cylinder Rumely engine is particularly efficient on the medium-sized farm. It supplies 16 horsepower in traction and 48 horsepower on the belt. The engine is rear mounted on the Canadian type open bottom high pressure boiler. It makes an excellent general purpose engine for plowing, discing, etc., besides the belt work for threshing and the multitude of stationary engine uses about the farm. Coal, wood or straw can be used as fuel—it is an economical fuel and water consumer on either.

### SPECIFICATIONS

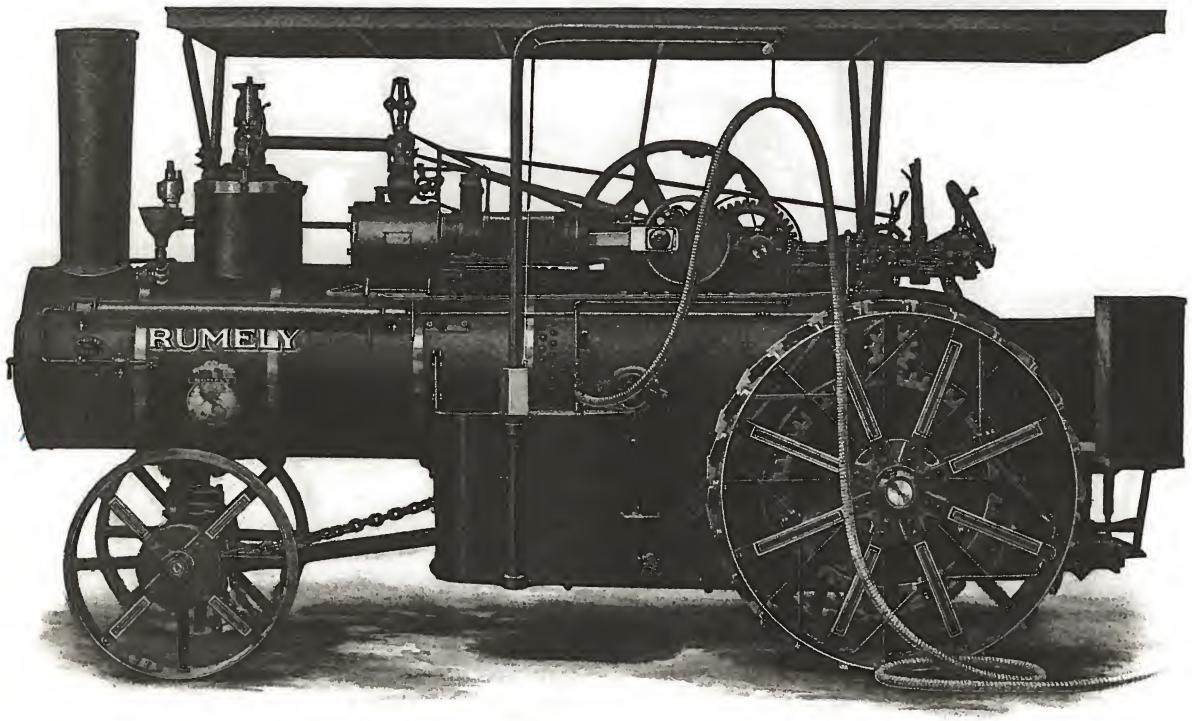
Cylinder:—diameter 8¾ inches, stroke 10¼ inches.
Front Wheels:—diameter 40 inches, width 12 inches.
Rear Wheels:—diameter 64 inches, width 18 inches.

*Drive Wheel*

Boiler Shell:—diameter 32 inches, thickness $\frac{3}{8}$ inch.
Fire Box:—length 48 inches, width 26 inches, height 34 inches.
Grate Area:—square feet 8⅔.
Heating Surface:—square feet 209.
Flues:—length 78 inches, diameter 2 inches, number 50.
Fly Wheel:—diameter 41 inches, face 10¼ inches, revolutions per minute 225.
Crankshaft:—diameter $2\frac{15}{16}$ inches.
Countershaft:—diameter $3\frac{7}{16}$ inches.
Axles:—rear $4\frac{7}{16}$ inches, front 3 inches.
Bull Pinion:—face 5¼ inches.
Main Pinion:—face 4¾ inches.
Length over all:—213 inches.
Width over all:—100 inches.
Height to top of Stack:—120 inches.
Shipping Weight:—16,000 pounds.

STANDARD EQUIPMENT:—Jacket on barrel of boiler, gear oiler, combination platform with fuel box and tool box, one side water tank, independent steam pump, injector, steam gauge, pop valve, whistle, steam blower, glass water gauge, governor, automatic oil pump, tallow cup, full complement of oil cups, one piece 1-inch hose, oil can, wrenches, flue cleaner, poker, scraper,

EXTRA EQUIPMENT:—Canopy top, extra water-carrying outfit, hose crane and suction hose, headlights, extension rims, straw-burning attachment.




# 20 Horsepower Rumely Engine

## Single Cylinder—Rear Mounted

This single cylinder engine is 20 tractive horsepower and 60 horsepower on the belt. It is rear mounted on a universal, Canadian type, high pressure boiler. Burning either wood or coal as regularly equipped, it can be fitted with a straw-burning attachment. It is adaptable to large farm needs, successfully operating grain separators up to 36-inch and under ordinary conditions, cutting six to eight furrows in plowing. It will, of course, handle the various farm demands in the way of stationary engine work.

### SPECIFICATIONS

Cylinder:—diameter 10 inches, stroke 10¼ inches.
Front Wheels:—diameter 40 inches, width 12 inches.
Rear Wheels:—diameter 64 inches, width 20 inches.
Boiler Shell:—diameter 34 inches, thickness $\frac{7}{16}$ inch.
Fire Box:—length 48 inches, width 28¼ inches, height 34 inches.
Grate Area:—square feet 9⅓.
Heating Surface:—square feet 252.
Flues:— length 84 inches, diameter 2 inches, number 58.
Fly Wheel:—diameter 41 inches, face 10¼ inches, revolutions per minute 225.
Crankshaft:—diameter $3\frac{3}{16}$ inches.
Countershaft:—diameter 3⅞ inches.
Axles:—rear $4\frac{15}{16}$ inches, front 3 inches
Bull Pinion:—face 6½ inches.
Main Pinion:—face 4¾ inches.

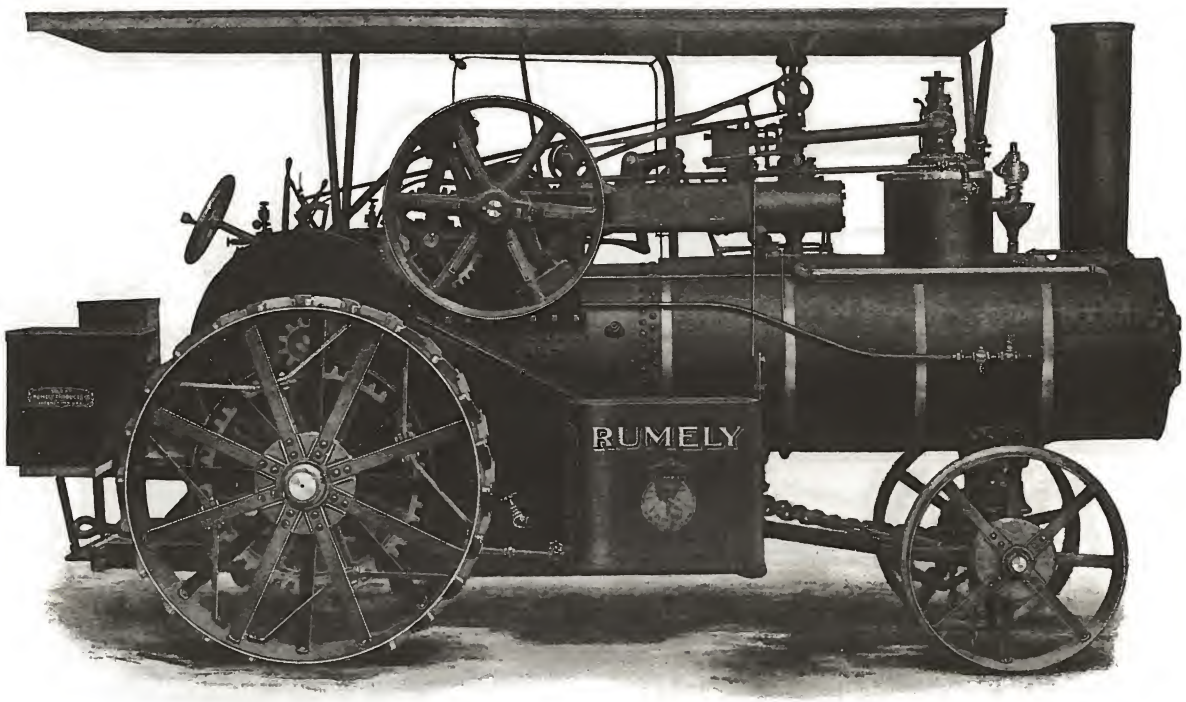
Length over all:—215 inches.
Width over all:—106 inches.
Height to top of Stack:—120 inches.
Shipping Weight:—17,500 pounds.

*Front Axle Mounting*

STANDARD EQUIPMENT:—Jacket on barrel of boiler, gear oiler, combination platform with fuel box and tool box, one side water tank, independent steam pump, injector, steam gauge, pop valve, whistle. steam blower, glass water gauge, governor, automatic oil pump, tallow cup, full complement of oil cups, one piece 1-inch hose, oil can, wrenches, flue cleaner, poker, scraper,

EXTRA EQUIPMENT:—Canopy top, extra water-carrying outfit, hose crane and suction hose, headlights, extension rims, straw-burning attachment.

RUMELY LINE



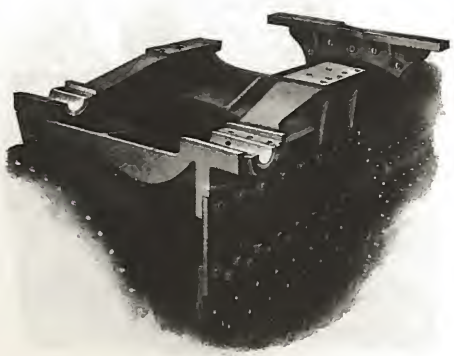

# 16 Horsepower Rumely Engine

## Double Cylinder—Rear Mounted

Mounted on a Canadian type high pressure boiler, the 16 horsepower Rumely engine will burn either coal, wood or straw, the latter by means of a special straw-burning attachment. It develops 16 horsepower in traction and 48 brake horsepower, successfully operating the larger separators, and will pull from six to eight bottoms in plowing. In short, it is built to handle the work and withstand the hard usage to which a traction engine is subjected on a good sized farm.

### SPECIFICATIONS

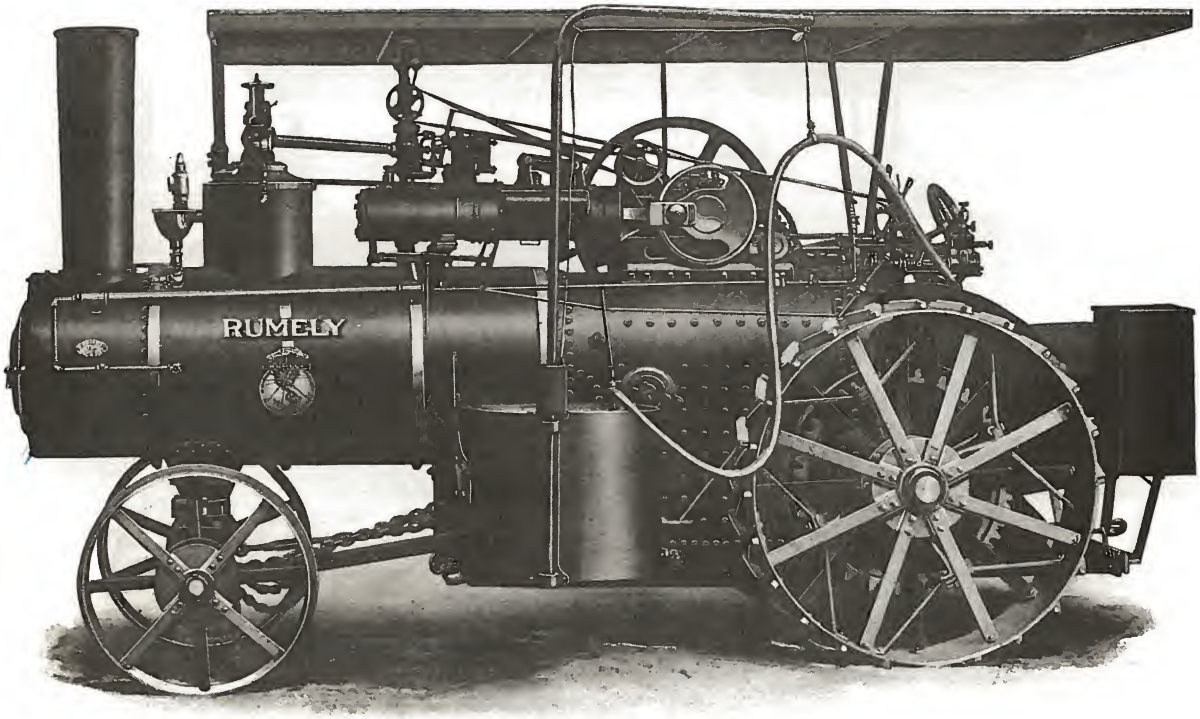
Cylinder:—diameter 6¼ inches, stroke 10¼ inches.
Front Wheels:—diameter 40 inches, width 12 inches.
Rear Wheels:—diameter 64 inches, width 18 inches.
Boiler Shell:—diameter 32 inches, thickness ⅜ inch.
Fire Box:—length 48 inches, width 26 inches, height 34 inches.
Grate Area:—square feet 8⅔.
Heating Surface:—square feet 209.
Flues:—length 78 inches, diameter 2 inches, number 50.
Fly Wheel:—diameter 41 inches, face 10¼ inches, revolutions per minute 225.
Crankshaft:—diameter $3\frac{5}{16}$ inches.
Countershaft:—diameter $3\frac{7}{16}$ inches.
Axles:—rear $4\frac{7}{16}$ inches, front 3 inches.
Bull Pinion:—face 5¼ inches.
Main Pinion:—face 4¾ inches.
Length over all:—213 inches.
Width over all:—100 inches.
Height to top of Stack:—120 inches.
Shipping Weight:—17,100 pounds.



*Solid Engine Bed*

STANDARD EQUIPMENT:—Jacket on barrel of boiler, gear oiler, combination platform with fuel box and tool box, one side water tank, independent pump, injector, steam gauge, pop valve, whistle, steam blower, glass water steam gauge, governor, automatic oil pump, tallow cup, full complement of oil cups, one piece 1-inch hose, oil can, wrenches, flue cleaner, poker, scraper.

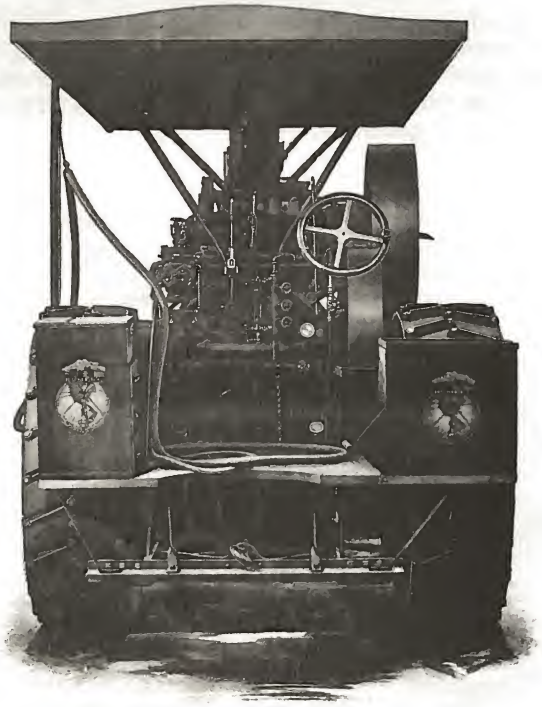
EXTRA EQUIPMENT:—Canopy top, extra water-carrying outfit, hose crane and suction hose, headlights, extension rims, straw-burning attachment.




# 20 Horsepower Rumely Engine

## Double Cylinder—Rear Mounted

The 20 horsepower engine, developing 20 tractive horsepower and 60 belt horsepower is likewise rear mounted on a universal Canadian type boiler. As regularly equipped, wood or coal may be used as fuel—for straw a special attachment can be supplied. It will run the larger grain separators and pull ten or twelve plows under ordinary conditions. For hauling, road grading and other all around uses, this engine will meet the requirements.



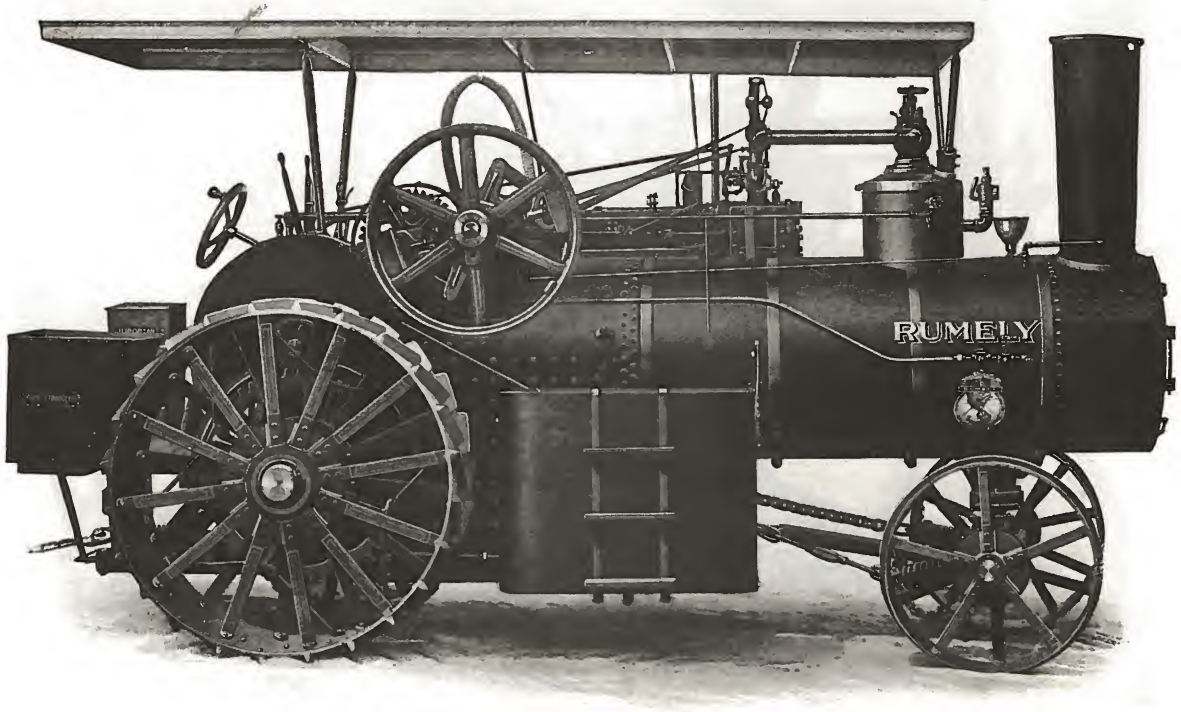
### SPECIFICATIONS

Cylinder:—diameter 6½ inches, stroke 12 inches.
Front Wheels:—diameter 40 inches, width 12 inches.
Rear Wheels:—diameter 64 inches, width 20 inches.
Boiler Shell:—diameter 34 inches, thickness $\frac{7}{16}$ inch.
Fire Box:—length 48 inches, width 28¼ inches, height 34 in.
Grate Area:—square feet 9⅓.
Heating Surface:—square feet 252.
Flues:—length 84 inches, diameter 2 inches, number 58.
Fly Wheel:—diam. 41 in., face 10¼ in., revolutions p. m. 225.
Crankshaft:—diameter $3\frac{5}{16}$ inches.
Countershaft:—diameter 3⅞ inches.
Axles:—rear $4\frac{15}{16}$ inches, front 3 inches.
Bull Pinion:—face 6½ in. Width over all:—106 inches.
Main Pinion:—face 4¾ in. Height to top of Stack:—120 in.
Length over all:—215 in. Shipping Weight:—19,500 lbs.

STANDARD EQUIPMENT:—Jacket on barrel of boiler, gear oiler, combination platform with fuel box and tool box, one side water tank, independent steam pump, injector, steam gauge, pop valve, whistle, steam blower, glass water gauge, governor, automatic oil pump, tallow cup, full complement of oil cups, one piece 1-inch hose, oil can, wrenches, flue cleaner, poker, scraper.

EXTRA EQUIPMENT:—Canopy top, extra water-carrying outfit, hose crane and suction hose, headlights, extension rims, straw-burning attachment.

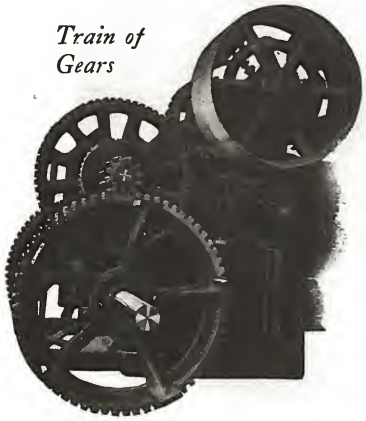
# RUMELY LINE




## 25 Horsepower Rumely Engine

### Single Cylinder—Rear Mounted

An efficient power plant is this 25 horsepower engine, giving 25 horsepower in traction and 75 horsepower on the belt. It is mounted on a universal high pressure Canadian type boiler. Regularly equipped to burn coal or wood, it can be fitted with a special straw-burning attachment. The largest separator can be easily handled, ten or twelve bottoms in plowing, and the heavy and light power demands of the large farm generally.



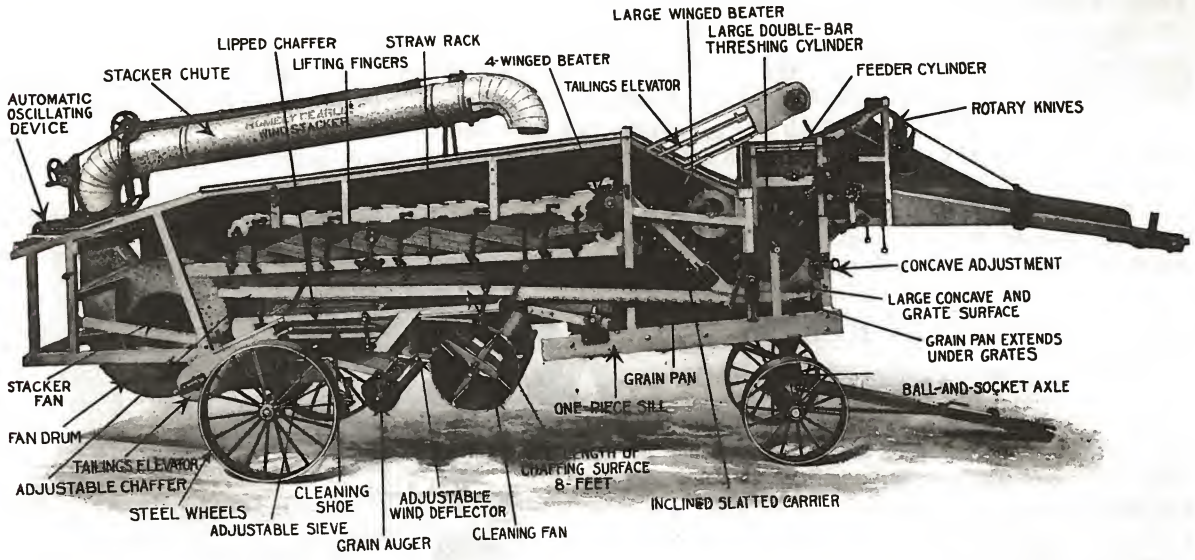
*Train of Gears*

### SPECIFICATIONS

Cylinder:—diameter 10⅜ inches, stroke 11 inches.
Front Wheels:—diameter 40 inches, width 12 inches.
Rear Wheels:—diameter 64 inches, width 24 inches.
Boiler Shell:—diameter 38 inches, thickness $\frac{7}{16}$ inch.
Fire Box:—length 48 inches, width 32¼ inches, height 39 inches.
Grate Area:—square feet 10⅔.
Heating Surface:—square feet 300.
Flues:—length 90 inches, diameter 2 inches, number 66.
Fly Wheel:—diameter 41 inches, face 10¼ inches, revolutions per minute 225
Crankshaft:—diameter $3\frac{3}{16}$ inches.
Countershaft:—diameter 3⅞ inches.
Axles:—rear $4\frac{15}{16}$ inches, front 3¼ inches.
Bull Pinion:—face 6½ inches.
Main Pinion:—face 6 inches.
Length over all:—228 inches.
Width over all:—108 inches.
Height to top of Stack:—124 inches.
Shipping Weight:—19,500 pounds.

STANDARD EQUIPMENT:—Jacket on barrel of boiler, gear oiler, combination platform with fuel box and tool box, one side water tank, independent steam pump, injector, steam gauge, pop valve, whistle, steam blower, glass water gauge, governor, automatic oil pump, tallow cup, full complement of oil cups, one piece 1-inch hose, oil can, wrenches, flue cleaner, poker, scraper.

EXTRA EQUIPMENT:—Canopy top, extra water-carrying outfit, hose crane and suction hose, headlights, extension rims, straw-burning attachment.




# The Rumely Ideal Separator

One of the first things to note about the Ideal Separator is its length. The Ideal is not made short to save materials in building or freight in shipping, but is made long enough to give plenty of separating room. This is a feature that means fast and thorough work.

## THE FRAME

The frame is another important feature. The Ideal frame is built strong and well-braced, with one-piece sills, so there can be no sagging and no chance of parts getting out of proper alignment. The sills and posts are machine mortised and strongly bolted.

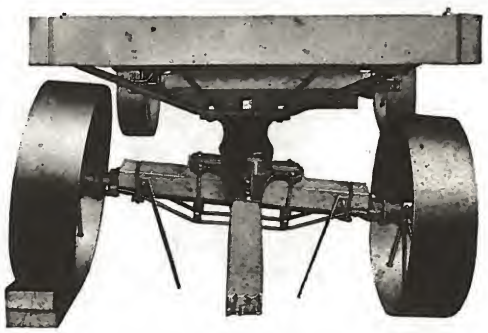
The steel wheels and axles are large and strong, with wide-faced tires on both front and rear wheels. The front axle has a ball and socket connection with the bolster that prevents strains and permits setting on uneven ground. The tongue can be swung completely around, under the separator, to save space when the machine is stored.

## THE CYLINDER

The cylinder is large, heavy and perfectly balanced. It has fifteen double bars and measures twenty-seven inches in diameter, over the teeth. Running at its usual speed of 850 revolutions per minute (1100 for the Junior) this cylinder has considerable fly-wheel effect, to make slugging practically impossible and to steady the motion of all other parts of the machine. The cylinder shaft runs in long boxes, well oiled and adjustable for wear. The cylinder is made easily adjustable endwise by providing set screws, so the cylinder teeth can always be kept spaced properly between the concave teeth.

Cylinder and concave teeth are made from a special metal, very wear-resistant and practically unbreakable. Years of service have proved their design to be correct. The teeth are held in place by nuts and spring washers. The shanks of the teeth are tapered, so they will fit tightly in place and square, so they cannot be twisted sidewise.

The cylinder shaft has a large driving pulley which carries the main drive belt. In front of this pulley is an automatic belt guide which keeps the belt perfectly in place, without any chance of slipping off or fraying the edges.



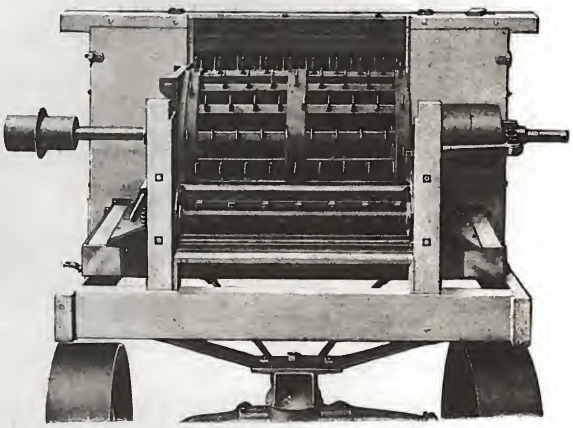
*Front Wheel Tilted*

## THE CONCAVES AND GRATES

The concaves and grates provide an immense surface for the grain to drop through upon the grain pan the moment it is threshed. By far the greater part of the separation—all but a small percentage of it—is done right at the cylinder and immediately behind it, before the straw reaches the rack.

There are holes through which the grain can pass, between the concave teeth, and rows of grates between the concaves. Much grain also is hurled by the motion of the cylinder through the grates and the inclined slatted carrier behind them.

The straw is conveyed up this carrier, being agitated meanwhile by a large winged beater which revolves directly above it.



*Easy access to Concaves*

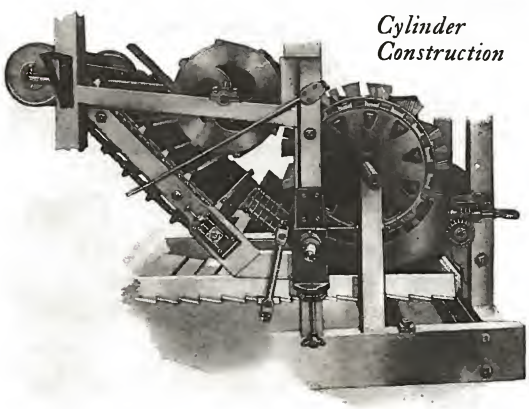
## INCLINED CHAIN RAKE

Back of the cylinder the straw is picked up by a chain rake that carries it up a steep incline. This chain rake is considerably wider than the cylinder. The steel-ribbed bottom of this incline is slotted with openings that extend entirely across the machine, into which the grain is pulled by the force of gravity as the straw is carried upward. Above the chain rake there is a winged beater which prevents anything from being thrown directly into the back of the machine and acts like a flail upon the straw, thoroughly agitating it and freeing the grain from the straw as it passes upward. This chain rake is built of solid malleable iron links, securely bound together, and the slats are made of heavy hard maple strips so as to resist the wear. We regard this combination of the chain rake moving over the open grates, the vertical incline and the steel grates in the concave circle, as one of the most valuable points of our machine. Fully 95 per cent of the grain passes entirely away from the straw onto the grain pan within three feet of the cylinder, leaving but little separation to be done by the rest of the machine.

The action of the chain rake in connection with the large beater pulls the straw away from the threshing cylinder, thereby doing away with the danger of the cylinder wrapping itself in long, tough straw. There is continual danger of the cylinder doing this where the grates are too high.

## THE BEATER

The beater prevents flying grain from being thrown back on the straw racks. It also pulls the straw away from the threshing cylinder and makes it impossible for the straw to wind up. In addition, the beater strikes the straw with a flail-like motion and knocks out much of the grain.



*Cylinder Construction*

Another beater, with four wings, revolves at the top of the carrier. It tears the straw apart and drops it on the straw rack.

## THE STRAW RACK

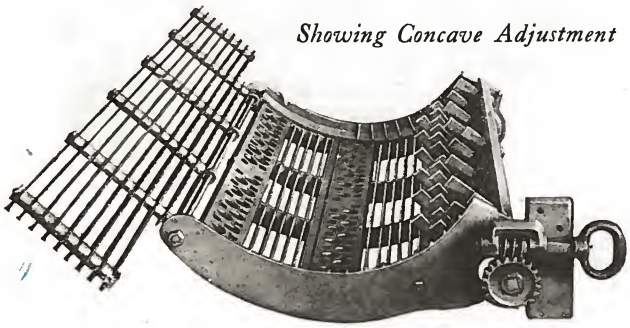
The straw rack is of unique design, exceptionally efficient in action. Six sets of lifting fingers toss the straw up and spread it out in a thin, even layer, shaking out the few remaining kernels of grain. The straw is passed from one set of fingers to the next, the whole length of the rack.

## THE GRAIN PAN

The grain pan extends the entire length of the machine. It is made of selected, non-warping wood and covered with corrugated steel.

At the end of the grain pan is the chaffer. The long chaffing surface—eight feet in length—is an important feature of Ideal separators, that contributes to its perfect separating and cleaning qualities.

An adjustable chaffer is used in connection with a special lipped chaffer. The adjustable sieve can be raised or lowered from the outside of the machine to suit various kinds and conditions of grain.



*Showing Concave Adjustment*

## THE CLEANING SHOE

The cleaning shoe is agitated by a pitman from the main crank shaft, which gives it a throw of two inches. The blast comes from a large four-winged fan and can be accurately controlled both as to its strength and the way in which it strikes the sieves. The blast can thus be suited to any working conditions. Both these adjustments can be made from the outside and while the machine is running.

## THE TAILINGS ELEVATOR

The tailings elevator carries the unthreshed headsback to the cylinder, delivering them by an upper conveyor to the center of the cylinder so they will be distributed evenly and threshed thoroughly.

The tailings are gathered below the chaffer by an auger and are carried up on the under side of the elevator by hardwood blocks mounted on a malleable iron chain.

This elevator has ample capacity to take care of all the tailings without any possibility of choking.

Other special features of the Rumely Ideal are easy access, perfect balance and simplicity of operation.

*Rumely Belt Guide*

All working parts are on the outside, where they are easy to inspect or oil. Doors and other openings are placed so that the operator can reach any part inside of the separator in a moment. The entire cylinder can be exposed, merely by turning two thumb nuts.

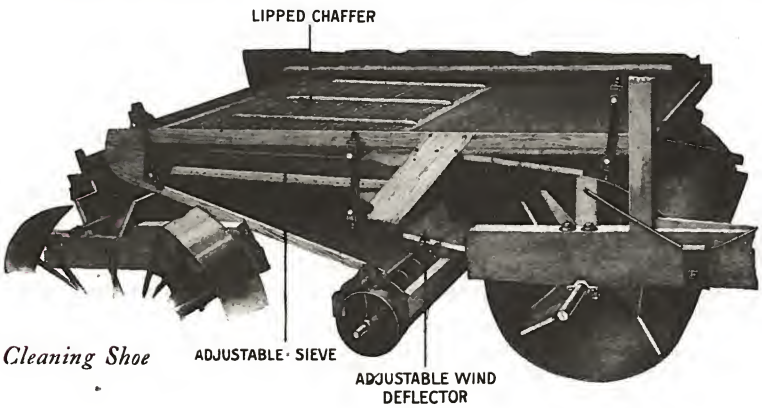
All boxes are lined and babbitted and supplied with oil reservoirs and grease cups.

The hangers for the straw rack, grain pan and sieve shoe have adjustable wooden boxes at each end. Threshermen will appreciate what this feature means in doing away with loose connections and the resulting vibration that will soon tear any machine apart.

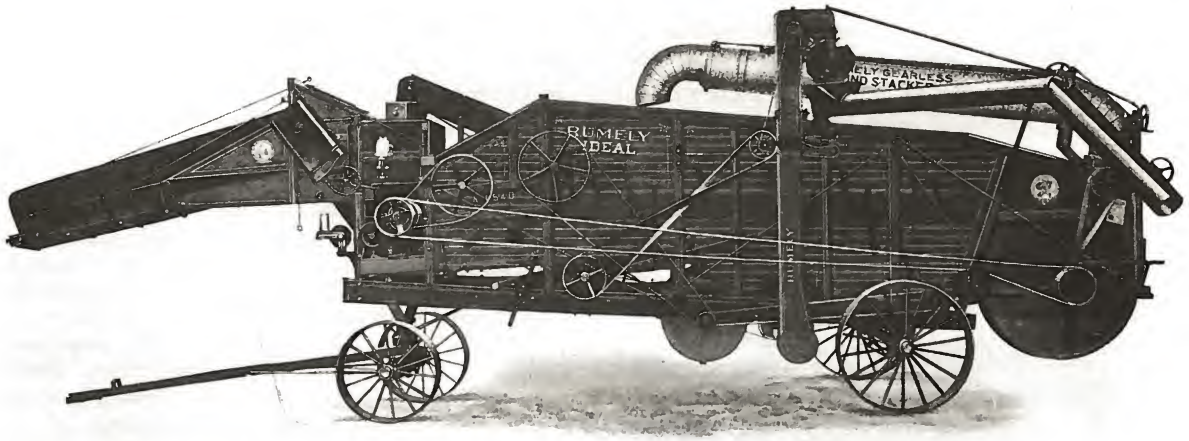
All the shaking motions in the Rumely Ideal are balanced against each other, so the machine stands perfectly still in operation.

FEEDERS, STACKERS, WEIGHERS AND LOADERS that can be furnished with the Rumely Ideal Separators at extra cost, are described in the following pages.

Every detail in the construction of the Ideal Separator has been given the greatest care with the idea in mind of making a machine that will last for many years. Some threshing machines are put together in such a way that after a little while in the field they will actually shake themselves to pieces. The one-piece sill construction, the heavy upright posts, and the careful fitting of all joints and bracing of all parts make a machine that will stand much rough use. Besides, the shaking motions in the Ideal are so perfectly balanced that there is practically no vibration while the machine is in use.




*Cleaning Shoe*




# Rumely Ideal Standard Separators

## Sizes 28x44, 30x48 and 32x52

The three smaller sizes of Standard Ideal Separators are intended for use with medium-power engines or tractors. In capacity, they will satisfy the requirements of most threshermen, since they handle a greater quantity of grain than most separators of the same size, though operating with less power. The design of the threshing, separating and cleaning parts of the Rumely Ideal is such that these machines will do satisfactory work in any sort of grain in any condition.

### SPECIFICATIONS

| | 28x44 | 30x48 | 32x52 |
|---|---|---|---|
| CYLINDER— | | | |
| Length | 28¼ in. | 29½ in. | 32 in. |
| Diameter, over Teeth | 27 in. | 27 in. | 27 in. |
| Number of Bars | 15 | 15 | 15 |
| Number of Teeth, Wide Space | 115 | 120 | 130 |
| Number of Teeth, Narrow Space | 130 | 135 | 150 |
| Diameter Cylinder Shaft | 2 3/16 in. | 2 3/16 in. | 2 3/16 in. |
| Drive Pulley, Diameter | 10⅜ in. | 10⅜ in. | 10⅜ in. |
| Drive Pulley, Face | 10 in. | 10 in. | 10 in. |
| Aver. Revolution of Cylinder | 850 | 850 | 850 |

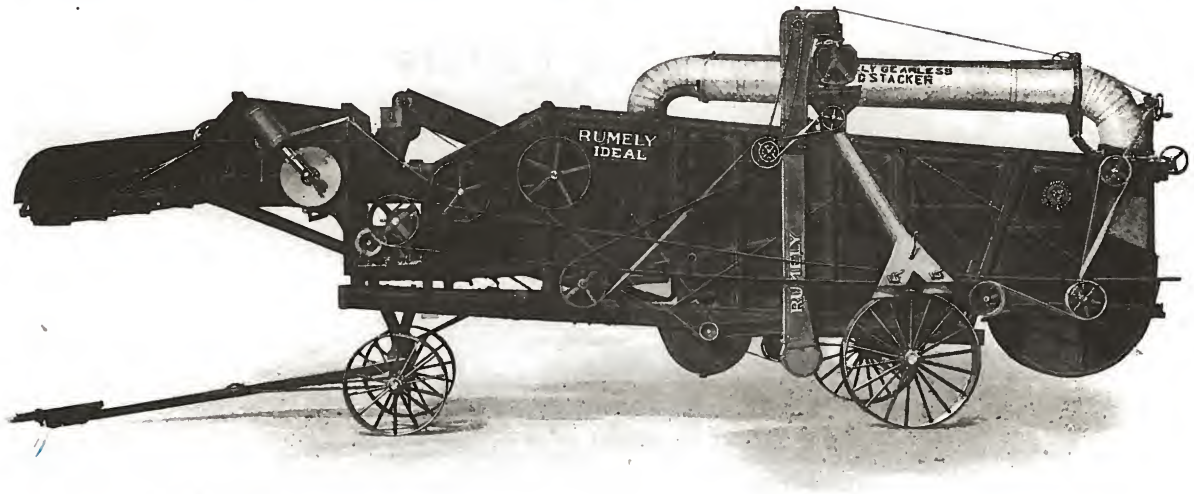

*Cylinder and Concave Tooth*

| | 28x44 | 30x48 | 32x52 |
|---|---|---|---|
| CONCAVE AND CYLINDER— | | | |
| Grate Surface under Cylinder | 5.54 sq. ft. | 5.64 sq. ft. | 6.12 sq. ft. |
| Grate Surface back of Cylinder | 2.34 sq. ft. | 2.52 sq. ft. | 2.75 sq. ft. |
| Grate Surface in inclined Chain Rake | 7.85 sq. ft. | 8.46 sq. ft. | 9.22 sq. ft. |
| REAR— | | | |
| Straw Rack, Length | 12 ft. 10⅝ in. | 12 ft. 10⅝ in. | 12 ft. 10⅝ in. |
| Straw Rack, Separating Surface | 46.95 ft. | 50.85 ft. | 55.3 ft. |
| Length of Grain Pan | 16½ ft. | 16½ ft. | 16½ ft. |
| Chaffer in Grain Pan, Length | 7¼ ft. | 7¼ ft. | 7¼ ft. |
| Chaffer in Grain Pan, Area | 24.38 sq. ft. | 27.09 sq. ft. | 28.81 sq. ft. |
| Chaffer in Shoe, Length | 42¼ in. | 42¼ in. | 42¼ in. |
| Chaffer in Shoe, Area | 12.35 sq. ft. | 13.38 sq. ft. | 14.59 sq. ft. |
| Adjustable Sieve, Length | 46⅜ in. | 46⅜ in. | 46⅜ in. |
| Adjustable Sieve, Area | 13.52 sq. ft. | 14.62 sq. ft. | 15.93 sq. ft. |
| TRUCK— | | | |
| Front Wheels, Height | 34 in. | 34 in. | 34 in. |
| Front Wheels, Tire | 6 in. | 6 in. | 8 in. |
| Rear Wheels, Height | 44 in. | 44 in. | 44 in. |
| Rear Wheels, Tire | 6 in. | 6 in. | 8 in. |
| Shipping Weight with Attachments | 8,550 lbs. | 8,840 lbs. | 9,100 lbs. |

STANDARD EQUIPMENT:—Upper tailings conveyor, adjustable belt guide, belt reel, adjustable sieves, small belts of the best quality lap leather, one blank concave, fifteen cylinder and fifteen concave teeth, one combined tooth straightener and cylinder wrench, one oil can, one monkey wrench, one T-wrench, belt awl and belt punch.

SPECIAL STANDARD EQUIPMENT:—When specified on original order, special attachments for threshing flax or timothy will be furnished.

EXTRAS:—Brake, hand feed attachment, common stacker, extra lengths of common stacker, Ruth feeder, rotary or crankshaft, extension carrier, wing carrier, weighers and loaders, Sattley attached stacker, gearless windstacker.




# Rumely Rice Separators

## Size 32 x 52 and 36 x 60

Rumely Rice Separators are built in the two sizes for which there is the most popular demand. These machines are playing an important part in developing rice culture in the South. Their efficient design and durable construction make them fitted for difficult threshing work in the tough rice straw. The Rumely Rice Separator will handle any variety of rice in any condition—dry, wet or muddy—with most satisfactory results. It does a big amount of work with a small amount of power.

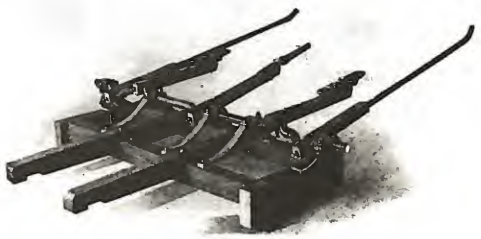
### SPECIFICATIONS

| | 32x52 | 36x60 |
|---|---|---|
| **CYLINDER—** | | |
| Length | 32 in. | $35\frac{15}{16}$ in. |
| Diameter over Teeth | 27 in. | 27 in. |
| Number of Bars | 14 | 14 |
| Number of Teeth | 133 | 147 |
| Diameter Cylinder Shaft | $2\frac{3}{16}$ in. | $2\frac{3}{16}$ in. |
| Drive Pulley, Diameter | $10\frac{3}{8}$ in. | $10\frac{3}{8}$ in. |
| Drive Pulley, Face | 10 in. | 10 in. |
| Average Revolutions of Cylinder | 850 | 850 |
| **CONCAVE AND CYLINDER—** | | |
| Grate Surface under Cylinder | 6.12 sq. ft. | 6.97 sq. ft. |
| Grate Surface back of Cylinder | 2.75 sq. ft. | 3.16 sq. ft. |
| Grate Surface in Inclined Chain Rake | 9.22 sq. ft. | 10.97 sq. ft. |
| **REAR—** | | |
| Straw Rack, Length | 12 ft. $10\frac{5}{8}$ in. | 12 ft. $10\frac{5}{8}$ in. |
| Straw Rack, Separating Surface | 55.3 sq. ft. | 64.22 sq. ft. |

| | 32x52 | 36x60 |
|---|---|---|
| **REAR—Continued.** | | |
| Length of Grain Pan | $16\frac{1}{2}$ ft. | $16\frac{1}{2}$ ft. |
| Chaffer in Grain Pan, Length | $7\frac{1}{4}$ ft. | $7\frac{1}{4}$ ft. |
| Chaffer in Grain Pan, Area | 28.81 sq. ft. | 33.5 sq. ft. |
| Chaffer in Shoe, Length | $42\frac{1}{4}$ in. | $42\frac{1}{4}$ in. |
| Chaffer in Shoe, Area | 14.59 sq. ft. | 17.01 sq. ft. |
| **TRUCK—** | | |
| Front Wheels, Height | 34 in. | 34 in. |
| Front Wheels, Tire | 8 in. | 10 in. |
| Rear Wheels, Height | 44 in. | 44 in. |
| Rear Wheels, Tire | 8 in. | 10 in. |
| Shipping Weight, with Attachments | 9,100 lbs. | 9,700 lbs. |

**STANDARD EQUIPMENT**:—Upper tailings conveyor, adjustable belt guide, belt reel, adjustable sieves, small belts of the best quality lap leather, one blank concave, fifteen cylinder and fifteen concave teeth, one combined tooth straightener and cylinder wrench, one oil can, one monkey wrench, one T-wrench, belt awl and belt punch.

**EXTRAS**:—Brake, hand feed attachment, common stacker, extra length of common stacker, Parson's feeder, extension carrier, wing carrier, weighers and loaders, Sattley attached stacker, gearless windstacker.



*Crankshaft and Pitmans*

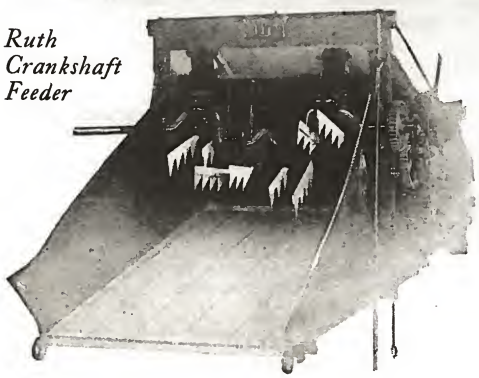
# Ruth Self Feeders

The feeder is a most important part of the threshing outfit, capacity depending more upon it than upon any other single thing. Ruth feeders, both of the rotary knife and crankshaft types, are generally acknowledged to be unequaled for steady, even feeding up to the full capacity of the separator.

**THE RUTH ROTARY KNIFE FEEDER** will handle either bundled or headed grain with equal ease, and without any possibility of slugging the cylinder. A sensitive governor, connected with a cylinder in the feeder, stops the carrier before the overload can reach the threshing cylinder. This gives the feeder cylinder time to tear the bunch apart, the carrier being started again as soon as the bunch is disposed of


*Ruth Rotary Knife Feeder*

**THE FEEDER CYLINDER** revolves many times faster than a retarder which is placed below it. This aids in the proper loosening of the grain, and feeds the bundles in the best way—the upper part first. The rotary knives in front of the retarder cut the bands and also aid in tearing the bundles apart.



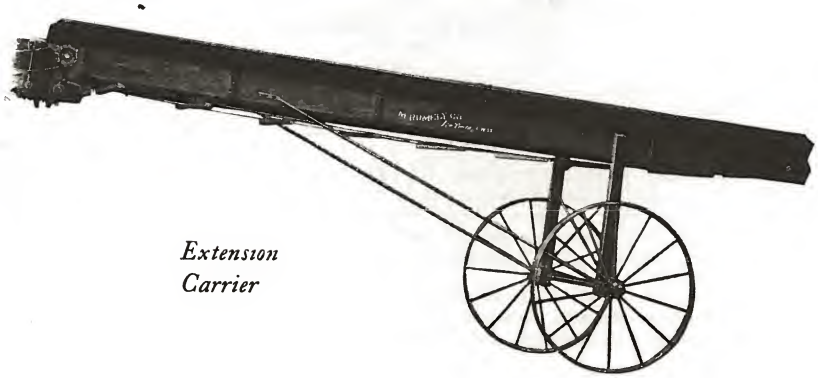
*Ruth Crankshaft Feeder*

**THE RUTH CRANKSHAFT FEEDER** is practically the same as described above, except that it has the crankshaft type of knives. Either of these feeders can be furnished in sizes to fit separators with 18, 20, 22, 24, 28, 30, 31, 32, 33, 34, 36 or 40 inch cylinder.

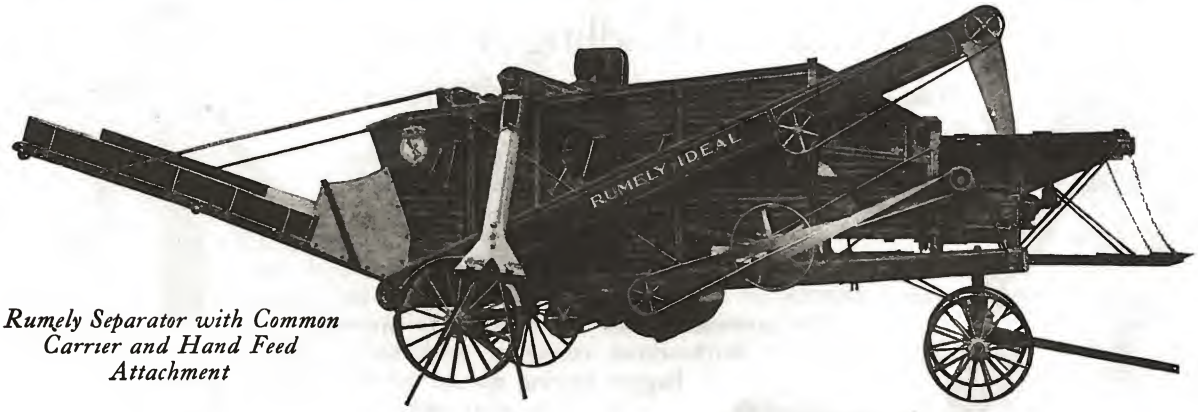
**AN EXTENSION CARRIER**, either mounted on wheels or unmounted, can be supplied at slight extra cost. This makes it easier to get grain to the feeder, especially in handling headed grain. The outer end of the extension is low enough so that grain can be pitched on it in windy weather without being scattered by the wind.

**IN WING CARRIERS**, we offer the Carpenter and White Wing carriers. These carriers will save the wages of several pitchers, reaching out in a wide circle, so that, if desired, an entire stack can be threshed without making another setting. They also lessen the labor in bundle and headed grain threshing, cutting out waits and keeping the machine working to full capacity all the time.

We offer these feeders to our customers because we have the fullest assurance that they will give complete satisfaction and enable the operator to get best results from his threshing outfit. In all Ruth Feeders, the workmanship and materials are of the same high standard as all Rumely products.



*Extension Carrier*




*Rumely Separator with Common Carrier and Hand Feed Attachment*

# The Rumely Gearless Wind-Stacker

The Rumely gearless windstacker is built in the same shops as our separators, so that it will fit perfectly. It requires little extra power to run it, but handles with ease all the straw from the biggest capacity separators, building perfect stacks of any size or shape desired.

## THE STACKER FAN

The stacker fan is accurately balanced and light-running. The fan shaft has long bearings which are well braced to insure perfect alignment. The pulley by which the fan is driven is mounted directly on the fan shaft, and the drive is straight from the cylinder, an open belt being used, with belt tightener pulley.

*Rumely Gearless Wind-Stacker Fan*

## THE FAN DRUM

The fan drum is made of heavy metal, to withstand the frictional wear of the straw. The entrance to the drum is designed without any corners or sharp turns, where the straw can collect and clog the machine.

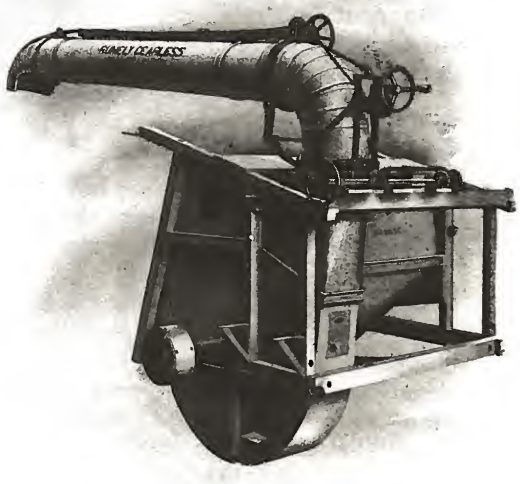
## THE STACKER CHUTE

The stacker chute may be turned in any direction, either by hand or by means of the automatic oscillating device. The hood can be controlled by ropes, from the ground or the deck of the separator.

## THE SATTLEY ATTACHED STACKER

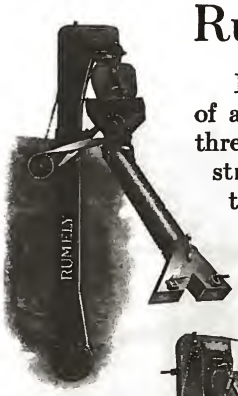
The Sattley attached stacker is built with 36-inch chute for 44 and 48-inch separators, a 42-inch chute for 52, 56 and 60-inch separators, and a 48-inch chute for the 64- inch separator. This type of stacker is favored by some threshermen in sections where farmers prefer to build their stacks by hand. The carrier swings in a half circle and the top part of it can be folded over the separator when not in use.

A COMMON STACKER can also be supplied for any of our separators. It is regularly built 18 feet long, but longer stackers can be furnished, at a slight extra cost for each added foot.

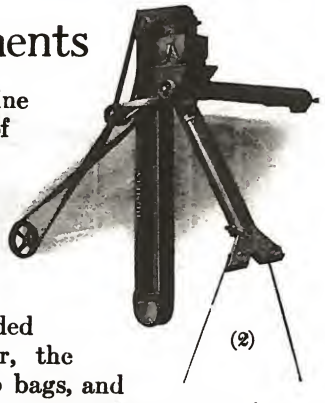


*Rumely Gearless Wind-Stacker*

# Rumely Grain Handling Attachments

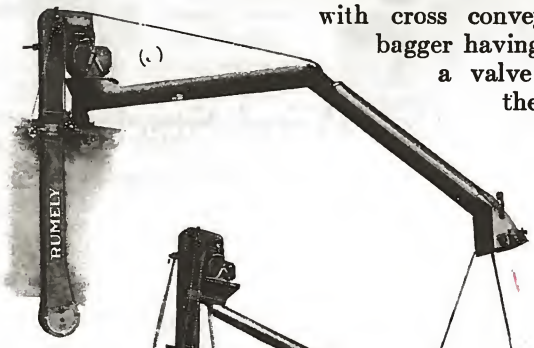



**FOR WEIGHING AND LOADING GRAIN** our line of attachments offers a grain handler for every kind of threshing work. These are well made, quiet-running strong and efficient machines, designed to handle all the grain that big-capacity separators can thresh.



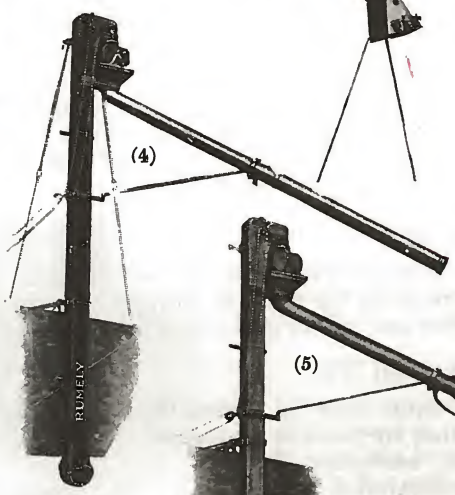

(1) **THE STANDARD WEIGHERS** are used principally where the threshing is done in and around barns. One style is provided with cross conveyor and bagger, the bagger having spouts for two bags, and a valve that shifts the stream from one side to the other, so one sack can be removed while another is being filled.

(1)

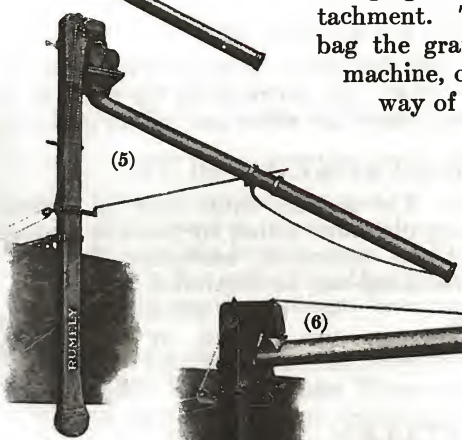



(2) **ANOTHER STYLE OF STANDARD WEIGHER** is built like the above, except that it has an elevator of the belt and bucket type.

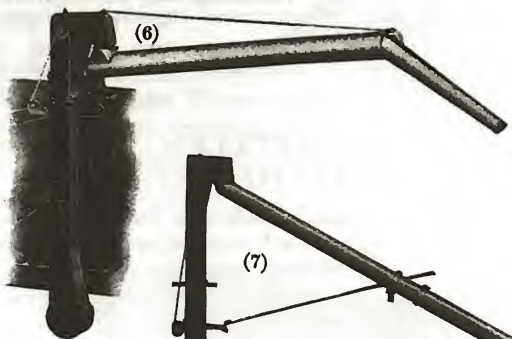
(3) **A THIRD STYLE OF STANDARD WEIGHER** has a swinging conveyor with bagging attachment. This makes it possible to bag the grain on either side of the machine, or at the rear, out of the way of the shock wagons.



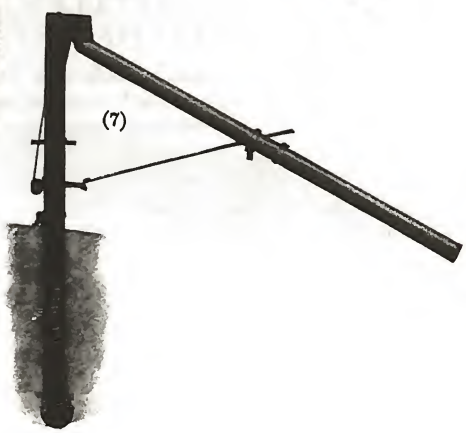

(4) **THE DAKOTA WEIGHER** is used chiefly where threshing is done in open fields and the grain delivered into wagons or portable bins, as in the Northwest. The elevator is 16 feet high and the spout is 16 feet long, but can be telescoped any length down to 10 feet.




(5) **THE SPECIAL HIGH WEIGHER** has an 18 foot elevator. It is like the Dakota Weigher, but larger and heavier, designed for work where the grain must be delivered into high field granaries.




(6) **THE IOWA LOADER** is like the Standard Weigher, except that it lacks the weigher and is equipped in only one way — with the swinging conveyor and spout. This attachment is designed for loading grain into wagons without weighing it.




(7) **THE OREGON LOADER** is a non-weighing attachment built in two sizes, 14 foot and 18 foot. It can be folded down over the machine, out of the way, for traveling from one job to another.

# Rumely Fuel and Water Tanks

## Round Tanks of 12-Gauge Steel—Half Round Tanks of Wood

**RUMELY STEEL TANKS** are equipped with a wooden box on top for carrying any extra supplies, when the tank is to be used for carrying water or gasoline. For use with an oil-burning tractor, a small auxiliary tank is mounted on top, to carry an extra supply of gasoline for starting the engine.

**THE CAPACITY** of these tanks is 510 gallons. They are made of 12-gauge steel and all joints are carefully welded together.

Rumely Steel Tanks are sold either mounted or unmounted. The trucks offered are built of steel and have an extension tongue, so that they can be drawn by horses or the tractor. A steel reach with loop, provides a means of attaching other vehicles behind. A spring seat is included in the equipment of the mounted tanks.

*Rumely Steel Fuel and Water Tank*


**THE TRUCK WHEELS** are of steel. The front wheels are thirty inches in diameter and the rear wheels thirty-six inches. Both front and rear wheels have four-inch tires. These wheels are practically the same as are used on the separators—amply wide and strong.

The steel tank shown above is equipped for use as a water tank. It is fitted with a Barnes tank pump and a two-inch suction hose, neither of which are regularly included.

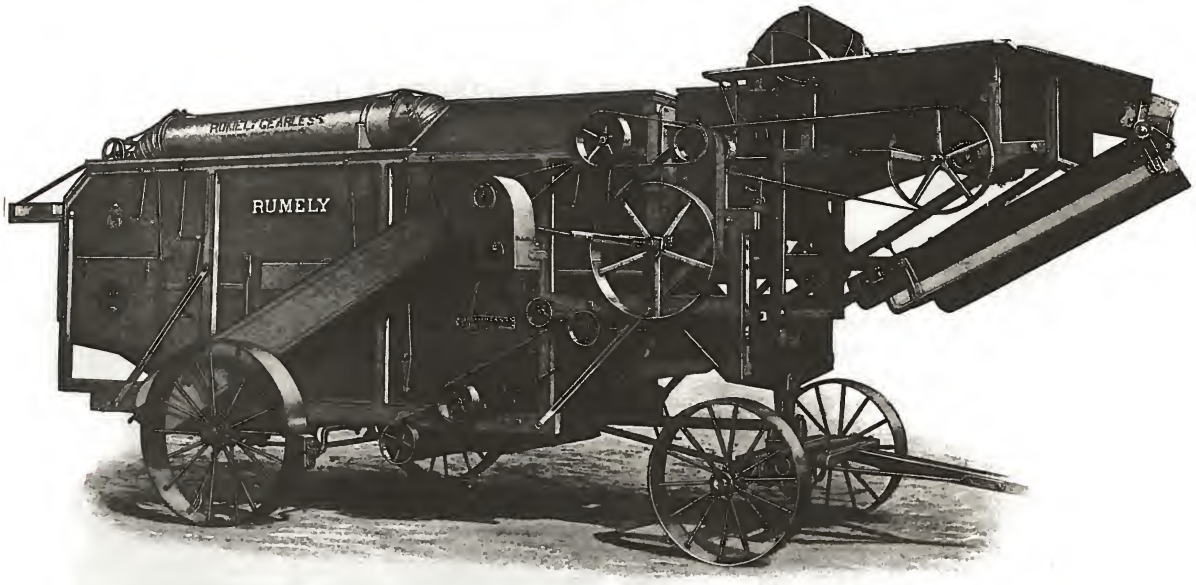
**THE HALF-ROUND WOOD TANKS** can also be furnished either mounted or unmounted. They have a capacity of about 378 gallons.

These tanks are securely trussed to strengthen them, and are provided with adjustable stays to take up any shrinkage that may occur when the tank stands empty for quite awhile. By this means, leakage on account of loose staves can almost always be prevented.

*Rumely Half-Round Wood Tank*

At an extra cost any of these tanks can be provided with a pump and hose. The Barnes or Myers pumps, shown in the back part of this book, are designed for use with the water tanks and the Trahern Rotary Pump with the liquid fuel tanks.

One of these tanks is a necessary part of the threshing or plowing outfit. With the steam engine, it makes possible quick trips after water, over rough fields. With the tractor, it carries a supply of gasoline or kerosene sufficient for many days' work.



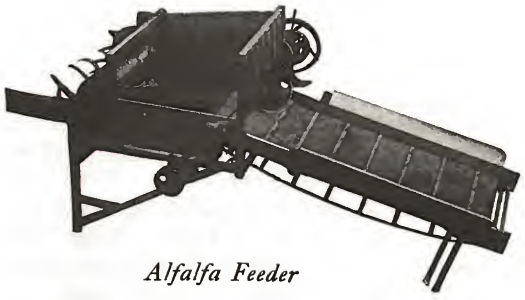

# Rumely Clover and Alfalfa Hullers

## Standard and Special Sizes

The Rumely Clover and Alfalfa huller is built in two sizes. The smaller, known as the Standard, has a 34-inch stemming cylinder and a 42-inch hulling cylinder. The larger, or Special Huller, has a 40-inch stemming cylinder and a 56-inch hulling cylinder. The difficult work of cleaning clover and alfalfa seed is perfectly done by this machine. Its save-all-the-seed qualities mean money in the pocket of the man who owns one.

## SPECIFICATIONS

| STEMMING CYLINDER— | Standard | Special |
|---|---|---|
| Length | 33½ in. | 39¾ in. |
| Diameter | 16½ in. | 22 in. |
| Number of Bars | 8 | 12 |
| Number of Teeth | 56 | 128 |
| Diameter of Cylinder Shaft | 2 in. | 2¼ in. |
| Driving Pulley | | |
| Diameter | 8 in. | 10 in. |
| Face | 8 in. | 10 in. |
| HULLING CYLINDER AND CONCAVE— | | |
| Length | 40 5/16 in. | 52¾ in. |
| Diameter | 19 in. | 19 in. |
| Rasping Surface | | |
| Cylinder | 2,300 sq. in. | 2,964 sq. in. |
| Concave | 1,353 sq. in. | 1,749 sq. in. |
| Diameter of Shaft | 1⅞ in. | 2 3/16 in. |
| Drive Pulley | | |
| Diameter | 11 in. | 11 in. |
| Face | 10¼ in. | 11¼ in. |



*Alfalfa Feeder*

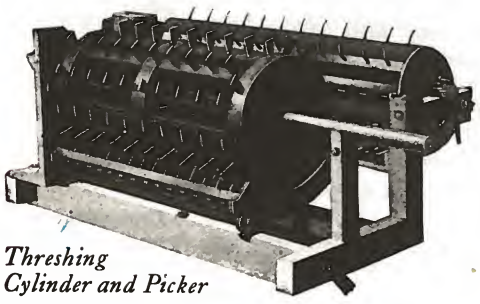
| REAR— | Standard | Special |
|---|---|---|
| Slatted Table | | |
| Length | 13 ft. 4 in. | 13 ft. 4 in. |
| Area | 48.61 sq. ft. | 69.18 sq. ft. |
| Perforated Table | | |
| Length | 14 ft. 9 in. | 14 ft. 9 in. |
| Area | 53.15 sq. ft. | 77.12 sq. ft. |
| Return Table | | |
| Length | 11 ft. 8 in. | 11 ft. 8 in. |
| Area | 42.04 sq. ft. | 61 sq. ft. |
| Chaffer | | |
| Length | 9 ft. 5 in. | 9 ft. 5 in. |
| Area | 33.93 sq. ft. | 49.24 sq. ft. |
| Sieve | | |
| Length | 43½ in. | 43½ in. |
| Area | 12.46 sq. ft. | 16.23 sq. ft. |
| TRUCKS— | | |
| Front Wheels | | |
| Height | 30 in. | 34 in. |
| Tire | 6 in. | 8 in. |
| Rear Wheels | | |
| Height | 38 in. | 44 in. |
| Tire | 6 in. | 8 in. |

STANDARD EQUIPMENT:—One concave, six pieces rasps and nails, fifteen extra teeth, one monkey wrench, two malleable wrenches, one belt awl, one belt punch, one oil can, one can of hard oil, one cylinder wrench, small belts of the best quality lap leather.

EXTRAS:—13½ foot common stacker, hand feed attachment, Rumely self-feeder (Clover or Alfalfa) extension carrier for feeder, gearless wind stacker.

# The Rumely Clover and Alfalfa Huller

The Rumely Clover and Alfalfa Huller is designed upon the rasp principle. It hulls the seed by rubbing it out, in the same way that the farmer tests his crop by rubbing a number of heads between his palms and blowing away the chaff and dust.



*Threshing Cylinder and Picker*

## FEEDERS

Special feeders are offered for clover and alfalfa, each especially adapted for the work it has to do. These feeders break apart the bunches and feed the plants evenly to the threshing cylinder.

## CYLINDER AND CONCAVES

The cylinder and concaves are specially designed with adjustable features that make it possible to pull all the heads from the stems under any conditions. A picker revolves directly behind the cylinder.

## SEPARATOR TABLES

Three separator tables, the first one slatted, the second perforated and the third a return table, separate the chaff and heads from the worthless straw and deliver them to the hulling cylinder.

## HULLING CYLINDER

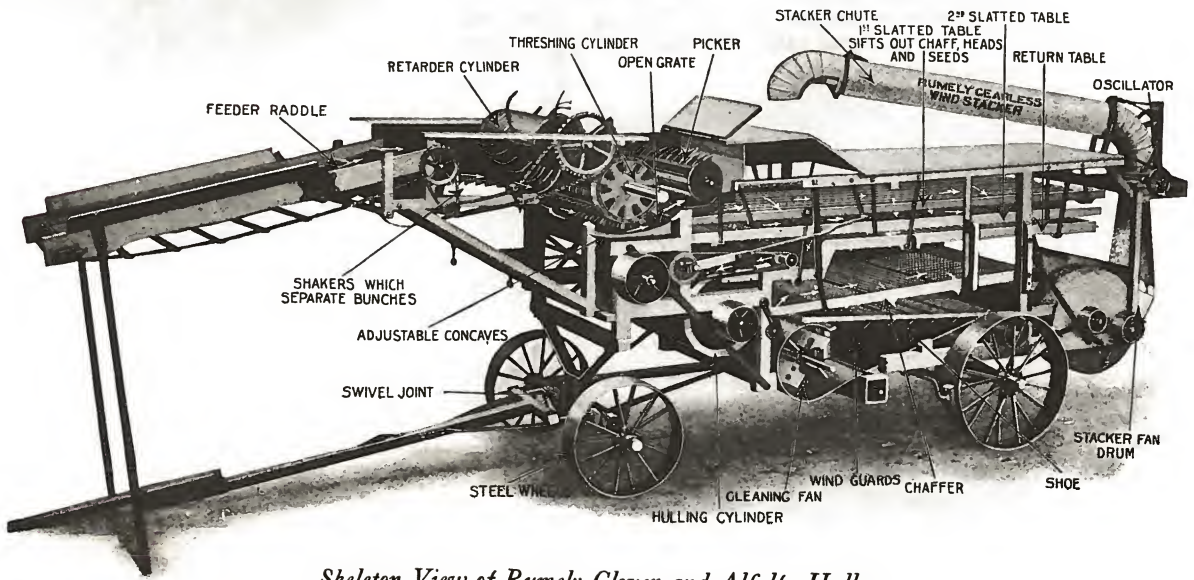
The hulling cylinder has a large rasping surface. The rasps are big-toothed and made from specially prepared steel. Both the hulling cylinder and separating parts are wider than the threshing cylinder, which means the saving of all the seed. The huller concave may be dropped in an instant to save broken teeth.

## CHAFFER SHOE AND RECLEANER

The chaffer shoe and recleaner provide for the saving and perfect cleaning of every seed, putting the seed in first class condition, ready for the best market.

## WINDSTACKER

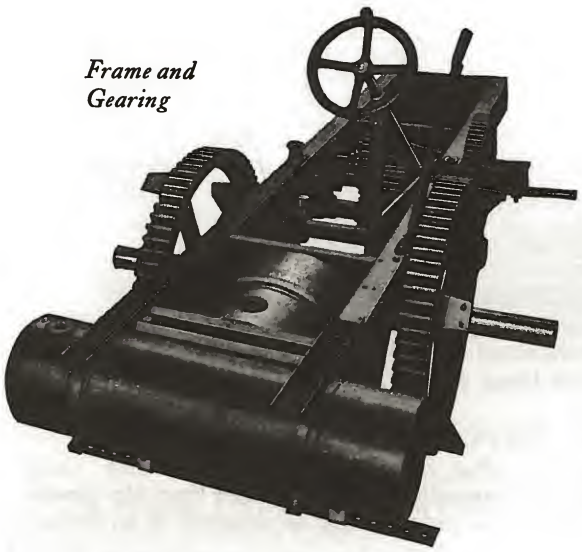
The windstacker which we offer is of the gearless type, the same as is used on our grain and rice separators.




*Skeleton View of Rumely Clover and Alfalfa Huller*

# The OilPull Tractor

An introduction to the famous OilPull tractor is hardly necessary—it has firmly established itself as the foremost kerosene burning internal combustion farm tractor. Its success was instant—its superiority now unquestioned.



*Frame and Gearing*

The efficiency and adaptability of the OilPull is known generally. Primarily designed for the heavy power needs of the farm it has proved itself a most economical power for lighter work as well. It successfully delivers ample power for plowing, seeding, harvesting, cultivating, threshing, hulling, shelling—for hauling grain, lumber and ore—for railroad building and road making—for pumping water etc.—a positive answer to farm and kindred power demands whether traction or belt.

## THE FRAME

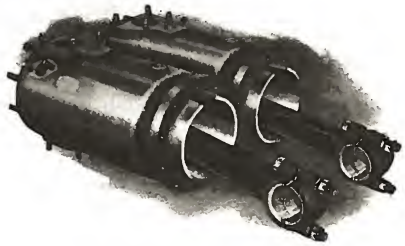
The OilPull is built on a foundation of I-beam construction—the beams securely riveted together, forming one solid block of strong unyielding steel.

## THE WHEELS

The drivers of the OilPull are absolutely rigid, constructed with a rolled steel tire, wrought iron spokes with heads of T-head construction, semi-steel iron hub and V-shaped malleable iron lugs all solidly riveted together. Provision for mud spikes is made, for use in soft soil.

The master gear and the hub are practically one part. The thrust of the master gear is carried direct from five big lugs to the tire.

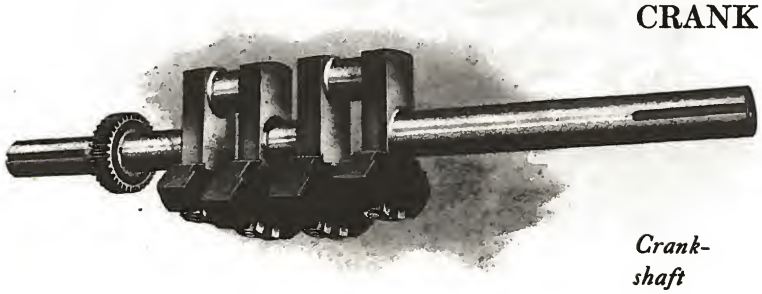
The front wheels are built in much the same manner and are equipped with raised center to prevent lateral slipping. The ball and socket feature in the pedestal takes all strain off the engine in moving over rough ground.



*Cylinders and Pistons*

## GEARING

The gearing of the OilPull is steel or semi-steel which has proven so durable and reliable in our steam engine. Throughout the OilPull is equipped with transmission gearing that will stand the strain.



*Crankshaft*

## CRANK CASE AND CRANKSHAFT

The crank case is cast in one piece of especially strong semi-steel. Crank bearing brackets and camshaft brackets are integral with the crank case. Three heavy bearings support the crankshaft—itself a massive steel drop forging. We guarantee our crankshafts and will replace free of charge any OilPull crankshaft which may be broken.

## CYLINDER AND PISTONS

The OilPull is a four cycle engine, the cylinders bolted solidly on the crank case in a horizontally inclined position. The pistons are equipped with five self-expanding rings. The connecting rod is of drop-forged steel construction.

*The Higgins Carbureter*

## LUBRICATION

A combination of force feed and splash lubrication is used for the engine, with hard oil cups on every tractor part that requires constant oiling.

## IGNITION

Make-and-break type of ignition is used, which operates with a low tension current. Both magneto and dry cells are provided. This ignition system has proven to be the most reliable and easily taken care of.

## COOLING SYSTEM

The OilPull radiator is self-contained and oil is used for cooling. It will not evaporate and will last indefinitely. Oil is kept in constant flow by a large pump driven directly from the crankshaft.

## THE HIGGINS CARBURETER

We use the celebrated Secor-Higgins System of oil combustion. The Higgins carbureter is as simple as an anvil; has no parts to wear, break or get out of order and is automatically controlled by a gear-driven governor. This automatic control of fuel, air and water mixture has placed the OilPull in the enviable position of burning the cheaper grades of kerosene and other heavy oils *at all loads under all conditions.*

## FUEL SUPPLY

Enough fuel for a run of ten hours can be carried on the engine—both kerosene and water tanks are located below the platform.

## FUEL REGULATION

The OilPull is fitted with a gear-actuated governor—simple and at the same time extremely sensitive. It operates on the throttling principle, regulating at less than two per cent speed variation—of much value in running a grain separator.

## FRICTION CLUTCH

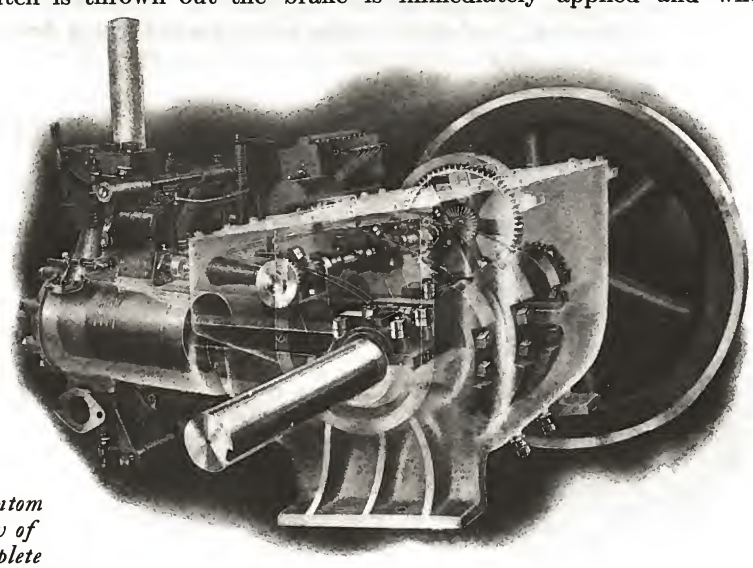
The engine is provided with a smooth working, efficient friction clutch. The clutch and brake are so connected that when the clutch is thrown out the brake is immediately applied and when thrown in, the brake is released. The toggle bolts are adjustable so that any wear in the blocks can be taken up.

## ACCESSIBILITY

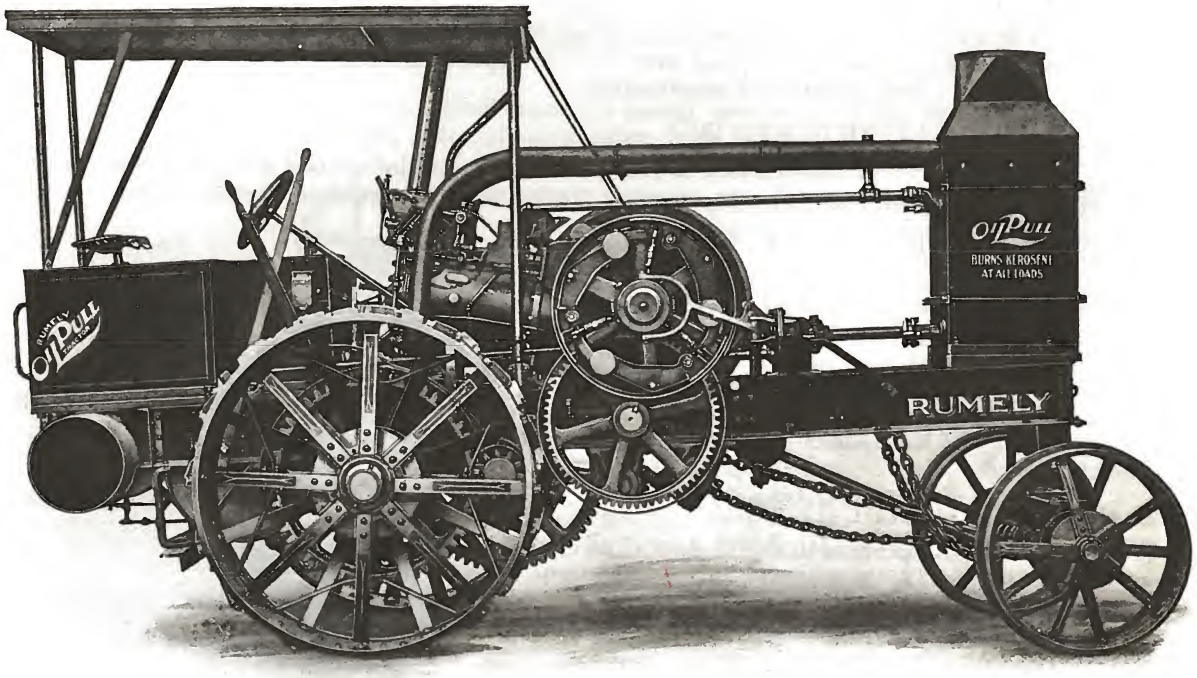
In the OilPull every vital part can be reached quickly and the necessary daily adjustments and inspections easily accomplished.

## "Toiling and Tilling the Soil"

We have dealt with the Oil Pull in minute detail — its construction and its performance, in a book devoted to the subject, "Toiling and Tilling the Soil." Write our nearest branch for a copy.



*Phantom View of Complete Motor Plant*




# 25 - 45 Rumely OilPull

## Type "B"

The type "B," or 25-45 OilPull, was designed primarily for threshing but will successfully handle the other power needs of the average farm. It delivers 25 horsepower in traction and 45 horsepower on the belt. It furnishes steady, smooth power for threshing and the necessary "pull" for economical plowing and hauling. Altogether the OilPull is an exceedingly economical and comparatively inexpensive farm power, of incalculable value to the farmer whose desire is to lower his cost of production and realize greater profits.

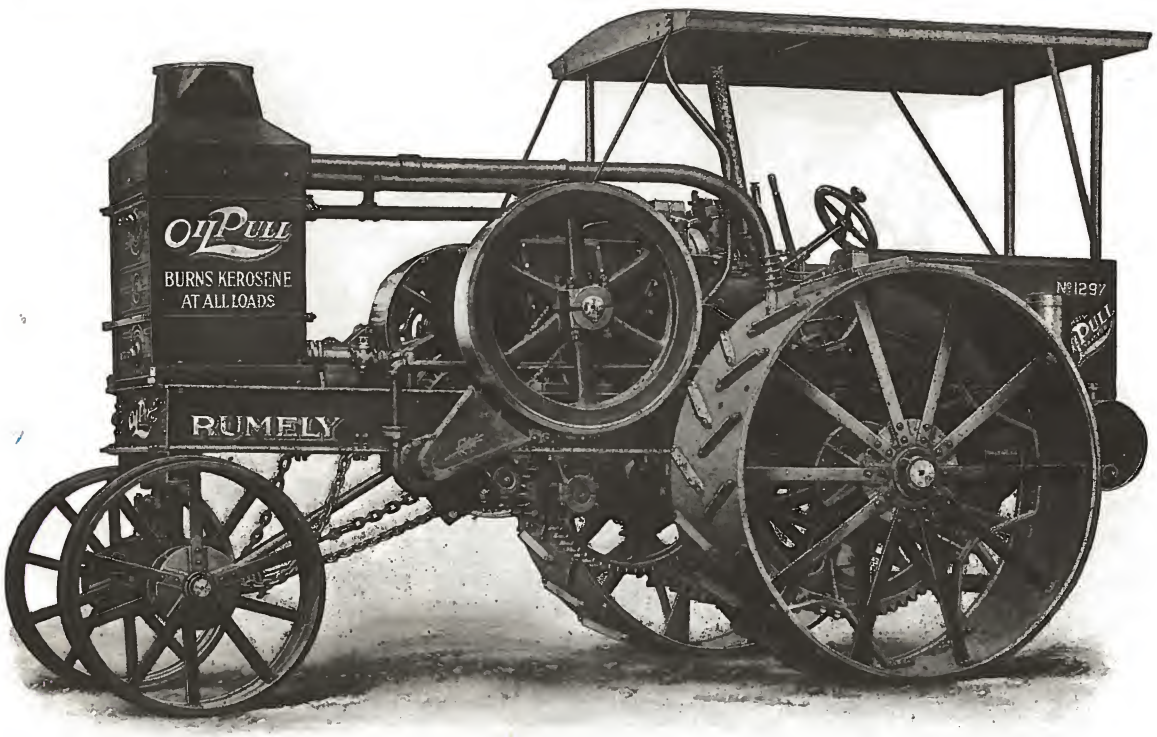
*Drive Wheel*

### SPECIFICATIONS

Cylinder:—diameter 9½ inches, stroke 12 inches.
Front Wheels:—diameter 38 inches, width 16 inches.
Rear Wheels:—diameter 64 inches, width 26 inches.
Fly Wheel:—diameter 48 inches, face 6½ inches, revolutions per minute 375.
Band Wheel:—diameter 36 inches, face 11 inches.
Crankshaft:—diameter $4\frac{7}{16}$ inches.
Countershaft:—diameter $4\frac{3}{8}$ inches.
Axles (diameter):—rear $5\frac{7}{16}$ inches, front 3¼ inches.
Master Gear:—face 6 inches.
Master Pinion:—face 6½ inches.
Reversing Gear:—face 5 inches.
Differential:—face 5 inches.
Length over all:—225 inches.
Width over all:—108 inches.
Height over all:—128 inches.
Shipping Weight:—23,800 pounds.

STANDARD EQUIPMENT:—Canopy top, ground calks.

SPECIAL EQUIPMENT:—Extension rims, Dreadnought guide.




# 30 - 60 Rumely OilPull

## Type "E"

The Type "E," or 30-60 OilPull, will deliver 30 horsepower at the drawbar and 60 horsepower on the belt. It is an all-purpose farm tractor and can be used successfully and economically for any traction or stationary farm-power purpose. The 30-60 will provide power to run the largest separators—it will pull 8 to 10 plows through ordinary sod, 8 to 12 through ordinary stubble. An OilPull is a safe and reliable power under all conditions. It will work as effectually twenty-four hours a day as ten.

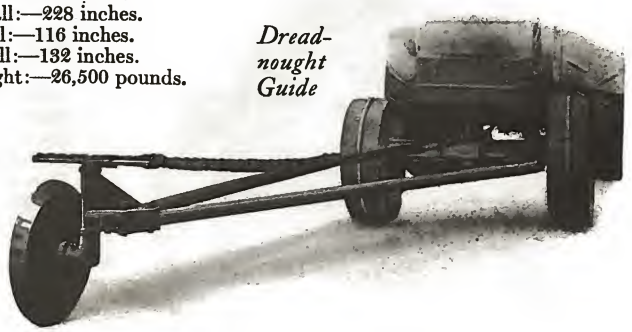
### SPECIFICATIONS

Cylinder:—diameter 10 inches, stroke 12 inches.
Front Wheels:—diameter 44 inches, width 16 inches.
Rear Wheels:—diameter 80 inches, width 30 inches.
Fly Wheel:—diameter 48 inches, face 6½ inches, revolutions per minute 375.
Band Wheel:—diameter 36 inches, face 11 inches.
Crankshaft:—diameter $4\frac{7}{16}$ inches.
Countershaft:—diameter $4\frac{3}{8}$ inches.
Axles—:(diameter) rear $5\frac{7}{16}$ inches, front 3¼ inches.

STANDARD EQUIPMENT:—Canopy top, ground calks.

SPECIAL EQUIPMENT:—Extension rims, Dreadnought guide.

Master Gear:—face 6 inches.
Master Pinion:—face 6¾ inches.
Reversing Gear:—face 5 inches.
Differential:—face 5 inches.
Length over all:—228 inches.
Width over all:—116 inches.
Height over all:—132 inches.
Shipping Weight:—26,500 pounds.

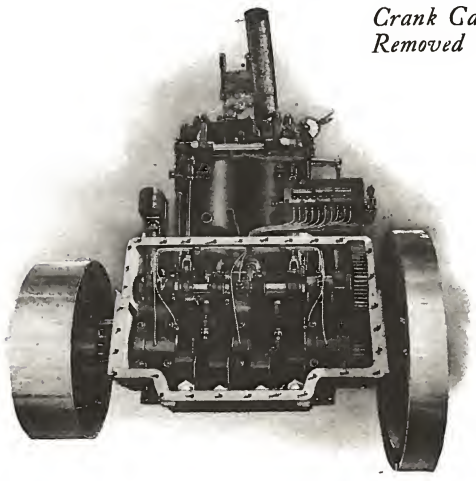


*Dreadnought Guide*


# 15-30 Rumely OilPull

## Type "F"

The Type "F" or 15-30 OilPull, develops 30 horsepower on the belt and 15 at the drawbar. It was designed especially to meet the needs of the smaller farm, for plowing, drilling, cultivating, harvesting, hauling, threshing, hulling, husking, grinding, pumping, etc. It will run any size separator up to 32-inch in good grain—it will pull 4 bottoms in breaking, 4 to 6 in stubble. In short, it has the power of fifteen good draft horses, the endurance of fifty and costs less than ten.



*Crank Case Removed*

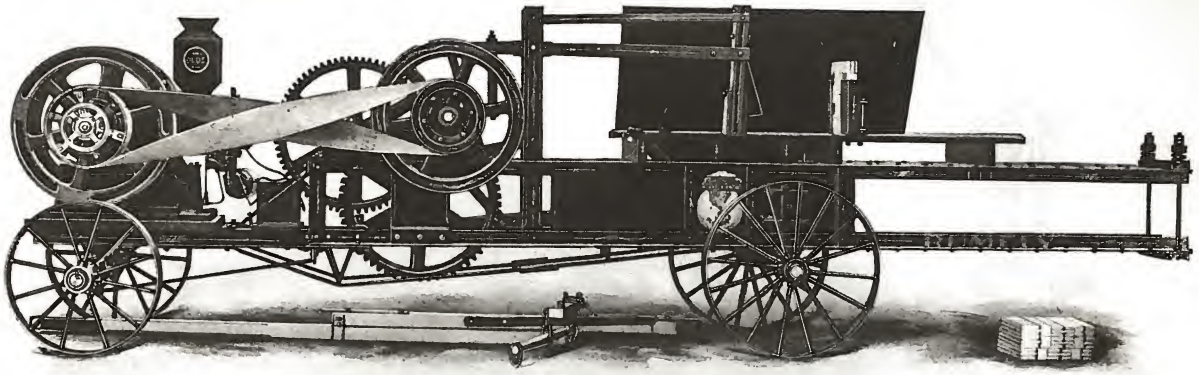
### SPECIFICATIONS

Cylinder:—diameter 10 inches, stroke 12 inches.
Front Wheels:—diameter 38 inches, width 12 inches.
Rear Wheels:—diameter 70 inches, width 24 inches.
Fly Wheel:—diameter 55¼ inches. face 4 inches, revolutions per minute 375.
Band Wheel:—diameter 30 inches, face 9½ inches.
Crankshaft:—diameter $4\frac{7}{16}$ inches.
Countershaft:—diameter $3\frac{7}{16}$ inches.
Axles (diameter):—rear $4\frac{3}{16}$ inches, front 2½ inches.
Master Gear:—face 4 inches.
Master Pinion:—face 4½ inches.
Differential:—face 3 inches.
Reversing Gear:—face 3 inches.
Length over all:—192 inches.
Width over all:—94 inches.
Height over all:—123½ inches.
Shipping Weight:—16,500 pounds.

STANDARD EQUIPMENT:—Canopy top, ground calks.

SPECIAL EQUIPMENT:—Extension rims, Dreadnought guide.

RUMELY PRODUCTS CO. *inc.*



# Rumely Baling Presses

## Standard and Junior Sizes

Rumely Balers are built in four sizes—a 16 by 18-inch and a 17 by 22-inch Standard; a 14 by 18-inch and a 16 by 18-inch Junior.

The Standard and Junior presses can be equipped with a self-feeder—sold only with the Rumely Baler—that increases the capacity of the machine greatly and cuts out the labor of one man. Any size press can be furnished complete with engine, or with extension on which engine can be mounted.

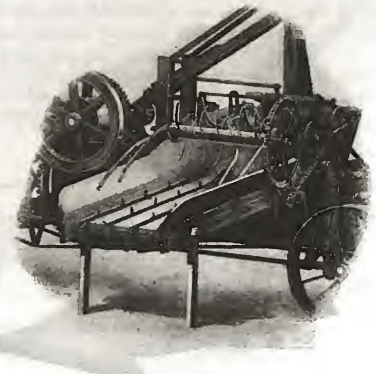
### SPECIFICATIONS

| | Standard | | Junior | |
|---|---|---|---|---|
| | 16x18 in. | 17x22 in. | 14x18 in. | 16x18 in. |
| GENERAL DIMENSIONS— | | | | |
| Length over all | 17 ft. | 17 ft. | 16 ft. 3½ in. | 16 ft. 3½ in |
| Length over all (with engine extension) | 21 ft. 2 in. | 21 ft. 2 in. | 20 ft. 5½ in. | 20 ft. 5½ in. |
| Height to Hand-Feed Table | 3 ft. 7 in. | 3 ft. 11 in. | 3 ft. 8 in. | 3 ft. 8 in. |
| SHAFTING— | | | | |
| Pulley Shaft Diameter | 2¼ in. | 2¼ in. | 2 in. | 2 in. |
| Twin Pinion Shaft Diameter | 2¾ in. | 2¾ in. | 2¼ in. | 2¼ in. |
| LENGTH OF BEARINGS— | | | | |
| On Pulley Shaft | 5 in. | 5 in. | 4 in. | 4 in. |
| On Twin Pinion Shaft | 4 in. | 4 in. | 4 in. | 4 in. |
| Size of Main Angles | 3½x3½x⅜ in. | 3½x3½x⅜ in. | 3x3x⅜ in. | 3x3x⅜ in. |
| Thickness of Top and Bottom Plates | ¼ in. | ¼ in. | 5/16 in. | 5/16 in. |
| Thickness of Side Plates | ¼ in. | ¼ in. | ¼ in. | ¼ in. |
| Pitman Bars, Dimensions | 4x¾ in. | 4x¾ in. | 3x¾ in. | 3x¾ in. |
| Axle Spindle, Diameter | 2½ in. | 2½ in. | 2½ in. | 2½ in. |
| PULLEY SHAFT, REVOLUTIONS— | | | | |
| Per Minute | | | | |
| Hand-Feed | 483 | 483 | 483 | 483 |
| Self-Feed | 726 | 726 | 726 | 726 |
| WEIGHT— | | | | |
| With Hand-Feed | 4,970 lbs. | 5,210 lbs. | 3,570 lbs. | 3,790 lbs. |
| With Self-Feed | 5,575 lbs. | 5,810 lbs. | 4,170 | 4,390 |
| Gas Engine Extension | 325 lbs. | 325 lbs. | 300 lbs. | 300 lbs. |

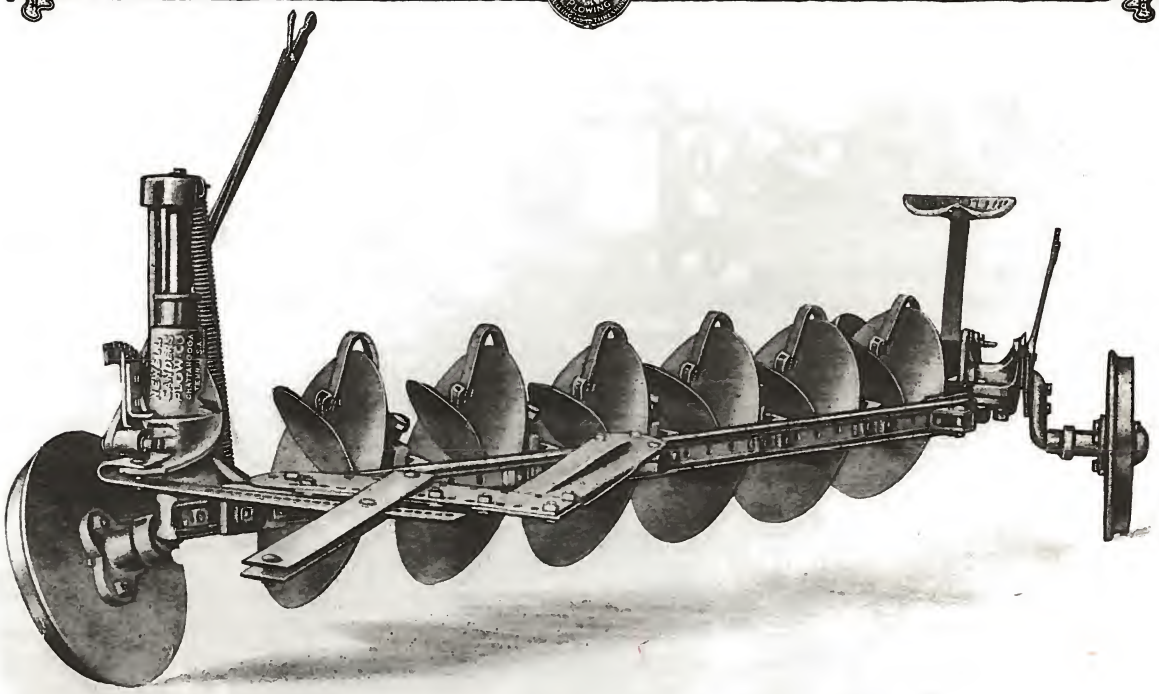
*A Catalog fully descriptive of Rumely Balers will be sent on request.*

STANDARD EQUIPMENT — Four-inch truck wheels, tongue. When equipped with self-feeder, the drive pulley is 11½ inches in diameter—with hand feed 15 inches in diameter. Drive pulley of any of the following diameters when especially ordered —10½-inch, 13-inch, 13½-inch, 15½-inch, 16-inch, 17-inch, 17½-inch, 19-inch, 20-inch.

EXTRAS:—Self-feeder, extension truck for mounting gas engine, extra width truck wheels.



*Rumely Self-Feeder*



# Rumely-Sanders Disc Plows

## Four, Five, Six and Eight Bottoms

RUMELY-SANDERS DISC PLOWS are especially suited for deep plowing in ordinary soil, or ordinary plowing in hard or sticky soil, where moldboard plows will not scour. The rolling motion of the discs eliminates friction, lessens draft, pulverizes the soil and turns under all small growth.

RUMELY-SANDERS DISC PLOWS are offered in four sizes—four, five, six and eight bottoms. They are of two types, a light type with twenty-four inch discs and an extra heavy with twenty-eight inch discs.

THE MAIN FRAME is a solid steel bar, to which are bolted the extra strong beams that carry the discs. This makes a simple but remarkably strong form of construction.

THE AXLES are two inches in diameter and made in such a way that the plows can easily be raised or lowered. The discs can be set, by a simple adjustment, to cut six, eight or ten inch furrows.

The scrapers fit the discs perfectly, but touch them lightly, without undue friction. Strong springs counterbalance the weight of the plow, so that the discs are easily raised or lowered.

Every Rumely-Sanders Disc Plow is sent complete with cables, hitch and 100-pound wheel weights.

*Hercules Brush Breaker*

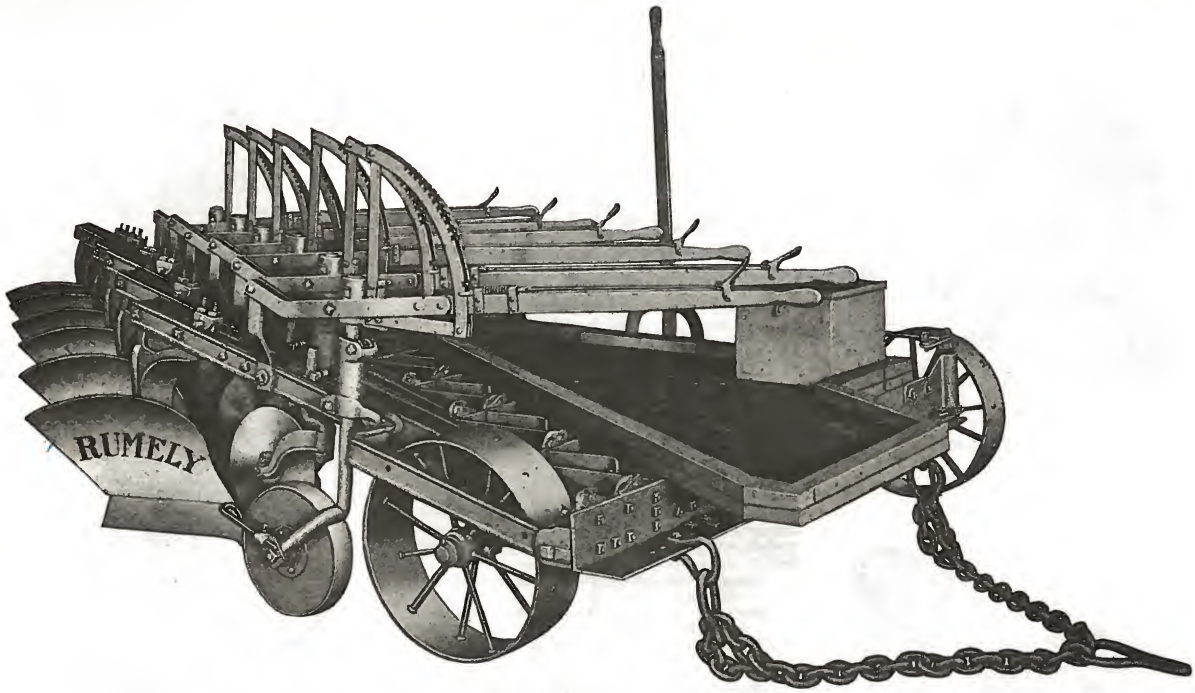
THE RUMELY-HERCULES BRUSH BREAKER is built particularly for tearing up and rooting out big brush. Hitched to a tractor it will turn over the heavy underbrush, making good farm land out of waste tracts.

The beam is formed of two heavy steel slabs bolted together, each 6 inches wide and 1½ inches thick.

THE STANDARD AND FROG are a heavy one-piece casting. Adjustment for depth is made by means of heavy levers with strong counter-balancing springs,

The Hercules cuts a 24-inch furrow, any depth, up to the plow beam. It is as nearly unbreakable as good materials and workmanship can make it—designed for the heavy strain of tractor work and tough plowing in virgin land. Heaviest Brush Breaker made—weight, 1485 pounds.

*A catalog fully descriptive of Rumely plows will be sent on request.*




# Rumely Engine Gang Plow

## Five, Six, Eight and Ten Bottoms

RUMELY ENGINE GANG PLOWS are light of draft and easy of operation. They are made strong, to stand heavy tractor strains. Adjustment of the beams is simple, to keep the plows in perfect alignment and all cutting equal widths and to the same depth. A roller bearing on each side of the gauge wheel standards makes it easy to raise or lower the levers.

THE ADJUSTABLE BREAK PINS are a special feature of Rumely Engine Gang Plows. These pins are made of wood and attach the front end of the plow standards to the beams. When a bottom strikes an unyielding obstacle, the pin will break before the standard can be damaged. The wear of the pin that comes about in the ordinary course of work can easily be taken up by screwing down the two nuts, thus bringing up the point properly into line.

### DIMENSIONS

Angle Steel in main frame:—6 x 6 x ⅜ inches.
Beams of high carbon steel:—1¼ x 3 inches.
Web of beams:—⅝ x 2 inches.

### SHIPPING WEIGHT

Approximate
5-bottom plow:—3320 pounds.
6-bottom plow:—4200 pounds.
8-bottom plow:—5670 pounds.
10-bottom plow:—6960 pounds.

The above is the approximate weight with stubble or general purpose bottoms. For slat bottoms add 10, for breaker 13 and for rod breaker 23 pounds per bottom.

Track Wheels:—diameter 24 inches, face 8 inches.
Gauge Wheels:—diameter 16 inches, face 3¼ inches.
Rolling Coulter:—diameter 15 inches.

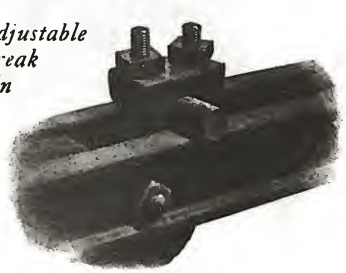
### EQUIPMENT

Frame and platform, tool box and tools, draft chain and clevises, one fixed track wheel, two pivoted track wheels, levers, beams, bottoms, coulters, etc.

Regularly equipped with stubble bottoms. If preferred, general purpose bottoms, slat bottoms, rod breakers or steel moldboard breakers may be obtained instead.

The levers are high, so it is not necessary to stoop far over in raising or lowering the bottoms. A blind quadrant guide makes it a simple matter to drop the bottoms always to the same depth. A lever on the side of the plow platform where the two frame wheels are placed makes it possible to turn these wheels, so they will follow the engine and not skid in going around corners. This lever locks in place while the plow is going straight ahead.

*Adjustable Break Pin*



*A catalog fully descriptive of Rumely plows will be sent on request.*

## CANVAS AND RUBBER ENDLESS BELTS

### CANVAS

Delaware..... 80 ft. x 7 in. 4-ply.
Ecuador..... 80 ft. x 8 in. 4-ply.
Fiji..... 80 ft. x 8 in. 5-ply.
Utah.....100 ft. x 7 in. 4-ply.
Guiana.....100 ft. x 8 in. 4-ply.
Mariana.....100 ft. x 8 in. 5-ply.
Micronesia....120 ft. x 7 in. 4-ply.
Brunswick....120 ft. x 8 in. 4-ply.
Berea.....120 ft. x 8 in. 5-ply.
Barbara.....120 ft. x 9 in. 5-ply.
Benham.....150 ft. x 7 in. 4-ply.
Baxley.....150 ft. x 8 in. 4-ply.
Brooklyn.....150 ft. x 8 in. 5-ply.
Bedford.....160 ft. x 8 in. 4-ply.
Bangor.....160 ft. x 8 in. 5-ply.

### RUBBER

Florida.....120 ft. x 8 in. 4-ply.
Wyoming.....120 ft. x 8 in. 5-ply.
Arizona.....120 ft. x 9 in. 5-ply.
Viola.....150 ft. x 8 in. 4-ply.
Idaho.....150 ft. x 8 in. 5-ply.
Georgia.....160 ft. x 8 in. 5-ply.

## EXTRA QUALITY CANVAS COVERS

Made of heavy, close-woven duck, securely stitched to make waterproof seams. Brass eyelets and long tying ropes. Flap covers the feeder.

Tzangae, 10 ounce, 16 ft x 28 ft. with 5 ft. x 8 ft. flap.
Tzaritza, 10 ounce, 20 ft. x 28 ft. with 5 ft. x 8 ft. flap.
Tzars, 12 ounce, 20 ft. x 28 ft. with 5 ft. x 8 ft. flap.

## DEPENDABLE LIFTING JACKS

Three of the best types made—the Buda (at left) a double-action jack; the Reliable, (in centre) a ratchet screw, self-locking jack, the Barth (at right) a double-action jack made in three sizes.

Buda No. 52B.
Reliable No. 4.
Barth No. 4, 3 ton.
Barth No. 5, 6 ton.
Barth No. 6, 10 ton.

## ALL SIZES OF WIRE CABLE

For tractor work, pulling stumps or working out of mud holes, a special switching cable is offered, fitted with thimbles and hook.

⅝-inch by 60 foot.

Also strong cables of lighter weight, for various uses.

¼-inch cable
⅜-inch cable
⅜-inch cable
½-inch cable

## MYERS AND BARNES PUMPS

The Barnes Pump (at left) is a low-priced, simple, durable pump that will give excellent service. There are two types of Myers Pumps, the one at right having a special cog gear. Double-acting, capacity, 2,000 gallons per hour.

Barnes Tank Pump.
Myers Tank Pump No. 470, open valves.
Myers Tank Pump No. 470, open valves Cog Gear.

## HAM AND STAR HEADLIGHTS

The Ham headlight shown on opposite page is light in weight, but built to stand rough usage. Measures 12 in. x 11 in. x 19 in., is of 20-gauge steel plate, with black enamel baked on.

The Star headlight, complete with bracket for steam engine, ten-inch.

## ROLLER AND BEADING FLUE EXPANDERS

1¾-inch Dudgeon.
2 -inch Dudgeon.
2 -inch Ideal.
2½-inch Dudgeon.
2½-inch Ideal.
3 -inch Dudgeon.

Ideal Sectional Beading Tube Expanders.

2 in. expander for ⅜ in. sheet.
2 in. expander for ½ in. sheet.
2½-in. expander for ⅜-in. sheet.
2½-in. expander for ½-in. sheet.

**SEND FOR SUPPLIES CATALOG AND PRICE LIST**

## FLUE SCRAPERS, SINGLE AND DOUBLE

1¾ in. Peerless.
2 in. Peerless.
2½ in. Peerless.
2 in. Engineer's Favorite.
2½ in. Engineer's Favorite.
3 in. Engineer's Favorite.
3 in. Peerless.

## IDEAL SELF-FEED TUBE CUTTER

Provided with two extra cutting wheels.

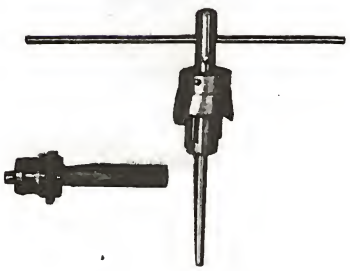
2 in. cutter, No. 375 for ⅜ in. shell.
2½ in. cutter, No. 375 for ½ in shell.
19 in. Extension for 2 and 2½ in. cutters.

## AMMETER AND SPEED INDICATOR

The Rumely ammeter will lessen battery expense and save trouble-hunting time. Easy to carry around; gives accurate readings. Threshermen or engineers should not be without a reliable speed indicator. Here are two good ones, that can be run at highest speed without heating.


## TRAHERN ROTARY PUMP

For pumping liquid fuel from barrels into tanks. Easy to operate. Constructed entirely of metal—no rubber or leather parts to replace. Six-foot lift, delivers against pressure of 20 barrels. Capacity about 13 gallons per minute. Complete with nozzle, hook, 3-foot suction pipe and platform bracket.



## SUCTION AND DISCHARGE HOSE

Our special suction hose is made with braided jacket, non-rotting and resistant to wear.

2 in. by 15 ft. suction hose.
2 in. by 20 ft. suction hose.
2 in. by 25 ft. suction hose.
1 in. by 10 ft. suction hose.

Also a special discharge hose for liquid fuel pump, wire lined, with hose clamps and connections.

## WRENCHES FOR ALL PURPOSES

6 in. Trimo. 10 in. Trimo. 18 in. Trimo.
8 in. Trimo. 14 in. Trimo. 24 in. Trimo.
Success cylinder tooth wrench (shown opposite.)
Combination pipe and monkey wrench.

We also carry rawhide and wire lacings, belt hooks, chain belting, packing and scores of other supplies for threshermen and engineers.

Starrett indicator No. 104.
Empire indicator.

## GEM SELF-CLEANING OIL CAN

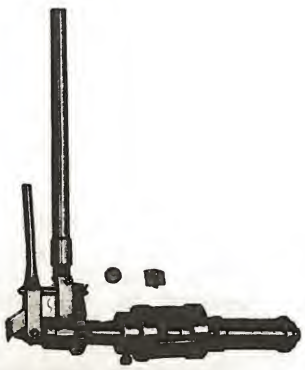
½ pint Gem, 6 in. spout, No. 1306.
1 pint Gem, 6 in. spout, No. 1506.


## HARD OILS AND GRINDING COMPOUND

Rumely lubricant is absolutely free from grit, wax or other impurities, most efficient and economical for high speed bearings. Sold in one and five pound cans.

Oildag is a condensed form of graphite ready to mix with any oil or grease. Sold in cans sufficient to mix five gallons of oil.

Our carborundun valve grinding compound is superior for valve grinding and similar work.



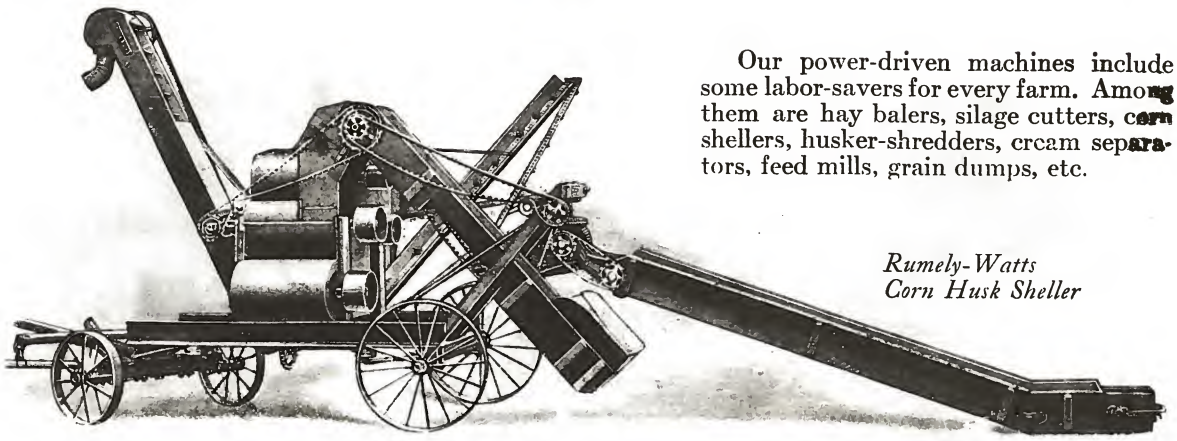
## BELT PUNCHES, KNIVES AND PLIERS

Besides the combination gas pliers shown opposite, we offer other pliers, suitable for all sorts of work, as follows:
Combination Gas Pliers, adjustable.
Button's Pattern Pliers.
Plier and Cutter 5½ inch.
Plier and Cutter 6½ in.
Special quality Rumely belt punch, as shown.
Combination belt punch and knife.

In addition to the above, we carry a complete line of chisels, turnbuckles, belt paint and dressings, and other supplies for power farming machinery.

**SEND FOR SUPPLIES CATALOG AND PRICE LIST**

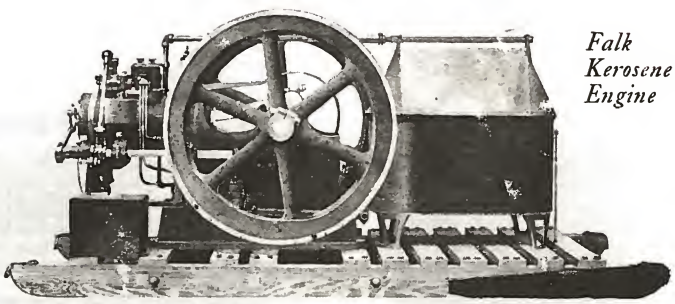
# RUMELY LINE



Our power-driven machines include some labor-savers for every farm. Among them are hay balers, silage cutters, corn shellers, husker-shredders, cream separators, feed mills, grain dumps, etc.

*Rumely-Watts Corn Husk Sheller*

Some of the machines, such as the balers, silage cutters and shellers, are made in several sizes. The smaller sizes are suitable for the individual farmer and the larger have ample capacity for custom work.



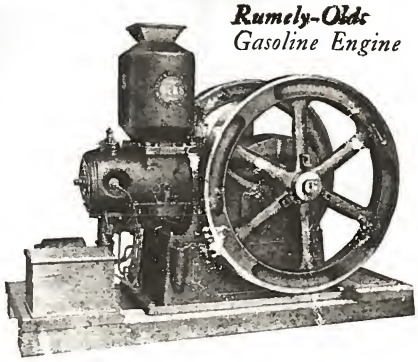
*Falk Kerosene Engine*

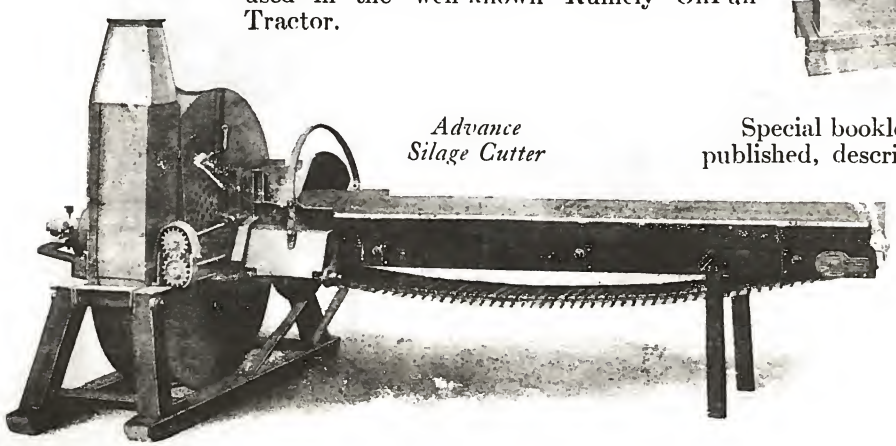
*Rumely Cream Separator*

Olds Engines in sizes from 1½ to 65 horsepower, provide a power plant of just the right size for every need. Known the world over for their merit. No better gasoline-burning engines are made than these.

Falk Engines are offered in sizes from 3 to 20 horsepower. These engines burn kerosene and other cheap liquid fuel, under a special system of combustion, the same that is used in the well-known Rumely OilPull Tractor.

***Rumely-Olds** Gasoline Engine*





*Advance Silage Cutter*

Special booklets and circulars have been published, describing all our machines in detail, and giving complete dimensions and specifications. Just a line from you, on a postal, telling what you are interested in, will bring complete information.

*We reserve the right to **change**, without notice, the **specifications** and design of our **machinery** whenever necessary.*